CANADA-SASKATCHEWAN

STRATEGIC HIGHWAY INFRASTRUCTURE PROGRAM

Canada Saskatchewan

Improving Canada's Highways Together

Ensemble, améliorons les routes au Canada

PREPARED BY
SASKATCHEWAN
HIGHWAYS & TRANSPORTATION

2006-07 ANNUAL REPORT

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1. Introduction

Canada and Saskatchewan signed the Strategic Highway Infrastructure Program (SHIP) contribution agreement on January 24, 2002. The Canada-Saskatchewan SHIP agreement was initially scheduled to run through to the end of fiscal 2005/06. The Management Committee agreed upon a one year program extension in March 2005 to allow the agreement to run through to the end of fiscal 2006/07. As required under the agreement, Transport Canada was granted Federal Treasury Board approval for the extension. This is the fifth and final annual report submitted to the Management Committee by Saskatchewan under Clause 3.7 of the agreement.

The development and maintenance of basic infrastructure is a key component of a competitive economy. Canada must have the capacity to move people and goods safely and efficiently, and therefore has committed to continue improving its physical infrastructure for the 21st century.

Saskatchewan's economy is dependent on the export of goods and services. Modern transportation infrastructure and logistics services are essential to support trade and growth.[1] Saskatchewan's current transportation system supports a wide range of economic activities. These include agriculture and food processing, manufacturing, mining, tourism and a multitude of service industries.

Saskatchewan's economic strategy[2] contains a commitment to invest in key transportation infrastructure that promotes safety, encourages tourism, promotes economic growth and improves highway links between major centres and the world marketplace. The continuation of twinning on Highways 1 and 16 directly supports this economic strategy.

Meeting Saskatchewan's current and future economic and trade development needs requires continued preservation and enhancement of the transportation infrastructure. Saskatchewan faces some tremendous challenges as the economy competes in the global marketplace. Modern logistical practices, such as just-in-time deliveries, are keys to competitiveness. Associated with these trends is a shift in the relative importance of the two prevailing modes of transportation in Saskatchewan; rail and truck. Rail continues to decline in importance due to a decrease in availability and the movement towards more high-value, processed goods which require timely and accessible truck service. Jurisdictions that fail to provide an efficient transportation infrastructure severely restrict the competitiveness of producers and suppliers in their region.[3]

The SHIP initiative provides a strategic approach for highway investments toward the goal of sustaining Canada's highway system by promoting infrastructure improvements that have a high potential of productivity returns. SHIP is designed to support trade, tourism and investment in Canada; sustain strategic investments in all parts of the country to reflect regional needs; make the Canadian highway transportation system more reliable, efficient, competitive, integrated and a leader in the use of transportation and information technologies; and improve the quality of life of Canadians by promoting safer and more environmentally sustainable transportation.[4]

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[1] *Transportation Trade Corridors* – Saskatchewan Highways and Transportation, January 2002
[2] *Partnership for Prosperity* – Saskatchewan Economic and Co-operative Development, 2001
[3] *Macroeconomic Performance and Public Highway Infrastructure*, Transport Canada, 1996
[4] Schedule A of the Canada-Saskatchewan SHIP Agreement, January 2002

2. General Overview of Results

The grading project on Highway 1 west of Wapella was the only SHIP construction project for which money was claimed in 2006-07. This project is part of Saskatchewan's commitment to twin Highway 1 from the Manitoba border to Indian Head. The funds claimed for this project represent the final claims for construction projects under the Canada-Saskatchewan SHIP agreement. The final $31,545 of available SHIP funds were used to produce a retrospective evaluation of the program. The general locations of all SHIP projects are shown in Figure 1 (p. 3), with the Wapella project location shown in blue.

Highway 1 (Trans-Canada Highway) and Highway 16 (Yellowhead Highway) are part of the National Highway System (NHS) in Saskatchewan. These highways span Saskatchewan from east to west and connect to the Trans-Canada and Yellowhead highways in Manitoba and Alberta. These highways are well used commuter roads around the cities of Saskatoon, Regina, Moose Jaw, Lloydminster, North Battleford and Swift Current; and are the major inter-provincial trade corridors in Saskatchewan. There are also numerous communities and attractions along these routes.

Saskatchewan's SHIP projects are primarily twinning projects. Twinning not only increases traffic capacity but enhances safety by reducing head-on and side-swipe collisions. A study[5] comparing collision statistics on a section of Highway 16 for a period of five years before and after twinning shows a 55 percent reduction in accidents. The analysis shows that twinning reduces the fatal collision rate by 86 percent.

The decision to twin a highway is not based solely on reducing collision rates. Other considerations include the enhancement of mobility and transportation efficiencies, trade and economic development, and the contribution to sustainable transportation. Improvement will be seen in all of these areas upon the completion of the SHIP projects in Saskatchewan.

Economic research has established that investments in highways can generate significant productivity growth. Some studies suggest that a one percent increase in highway capital inventory could generate up to a 0.6 percent increase in private sector productivity, and that highway investments can provide annual returns of 10 to 40 percent.[6] Productivity gains are achieved through supply chain enhancements, which can only be achieved through the provision of road infrastructure of adequate capacity and quality to ensure efficient, reliable and expeditious trucking services.

Saskatchewan's SHIP projects will have a significant impact on provincial and regional trade. Saskatchewan is a trade-dependent province with a two-way trade value in excess of our total Gross Domestic Product. Figure 2 (p. 4) illustrates that over 10 million tonnes of various commodities at a value of $34.69 billion[7] are transported over Highway 1 west and Highway 16 west. This is more than the provincial trade value,[8] demonstrating how efficiency improvements to these routes can significantly impact the regional economy.

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[5] Saskatchewan Highways' collision analysis of Highway 16 between North Battleford and Saskatoon identified a 55 percent decrease in the five-year collision rate after twinning.

[6] *An Overview of Transportation Infrastructure and Services in the Northern Great Plains*, Northeast Midwest Institute

[7] Analysis of the 1999 National Roadside Study

[8] Saskatchewan's two-way trade in 1999 was $30.6 billion – *Transportation Trade Corridors*, Saskatchewan Highways and Transportation, January 2002

Figure 1 – Locations of Saskatchewan's SHIP Projects

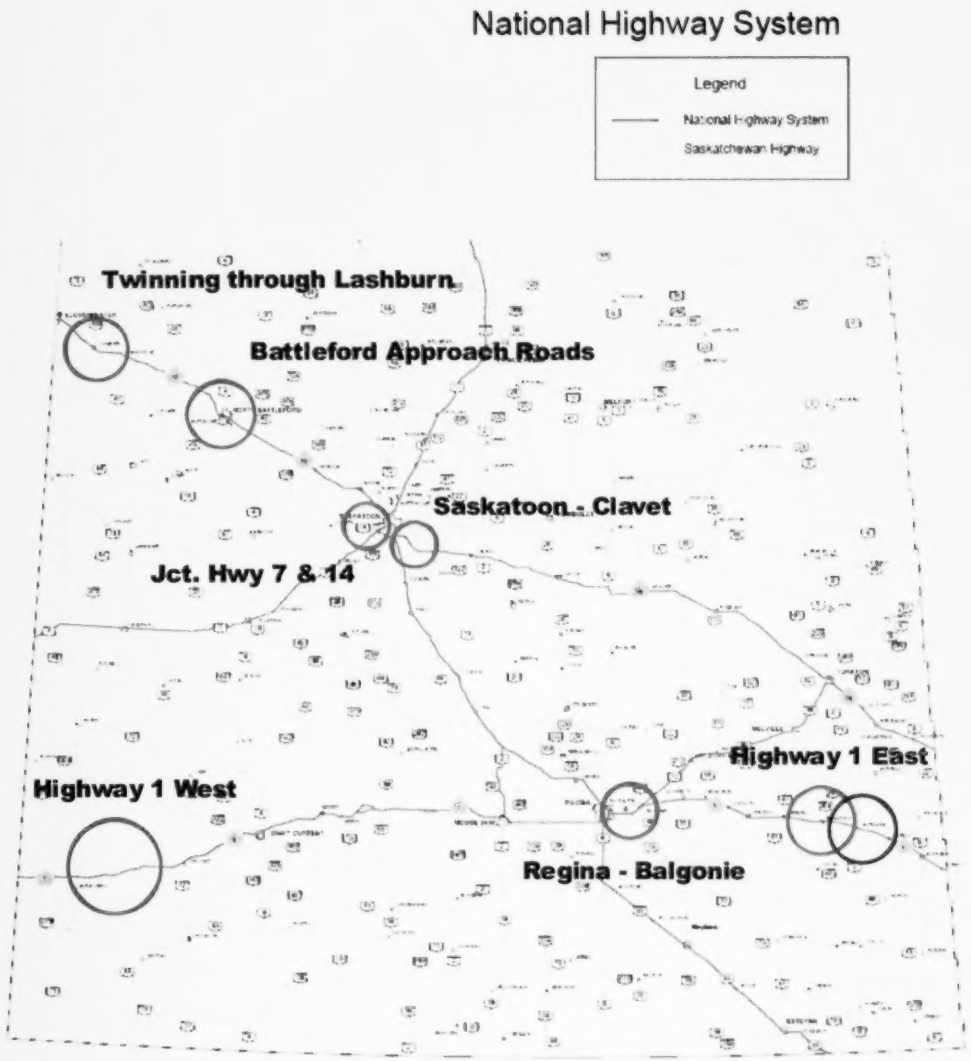
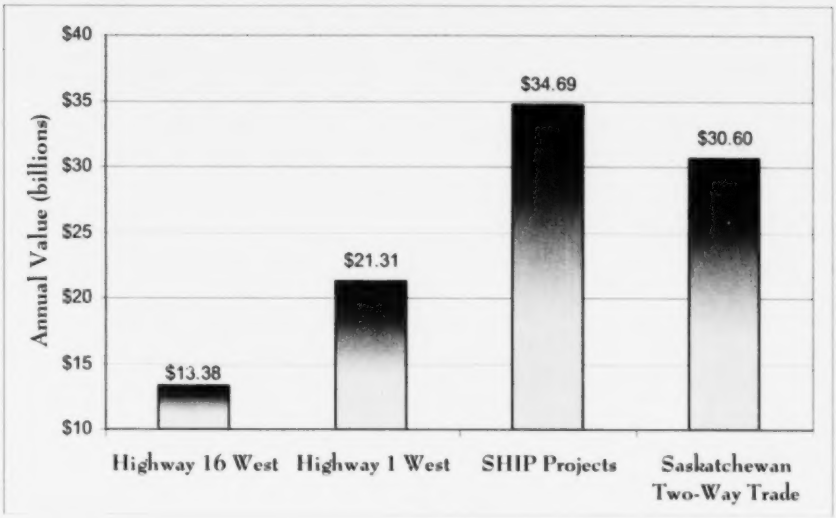


Figure 2 – Economic Impact of Saskatchewan's SHIP Projects



3. Official Management Committee Meetings

The Management Committee for the Canada-Saskatchewan SHIP Agreement had its seventh meeting on April 28th, 2006. David Stearns, Saskatchewan Highways and Transportation (SHT), and Jim Lothrop, Transport Canada (TC), attended as the Provincial Co-Chair and Federal Co-Chair respectively. Saskatchewan Highways and Transportation was also represented by John Czernick, Allan Carpentier, and Miranda Carlberg. Leanna Belluz joined Jim Lothrop as a representative for Transport Canada. The SHIP retrospective evaluation, draft annual report, audit plan, project site visits and the allocation of remaining SHIP funds were among the topics discussed at this meeting. Minutes for the meeting can be found in Appendix A.

The eighth meeting of the SHIP Agreement Management Committee was held by teleconference on November 27th, 2006. David Stearns represented SHT as the Provincial Co-Chair, while James Clarkin took over the position as Federal Co-Chair. Saskatchewan Highways and Transportation was further represented by John Czernick, Allan Carpentier, and Wayne Gienow, who replaced Miranda Carlberg on the committee. Leanna Belluz joined the discussion on behalf of Transport Canada, and Harold Kohn represented Infrastructure Canada. Major topics of discussion included the final SHIP claims and affidavits, the SHIP final annual report, and the press release for the Wapella project. Minutes for this meeting can also be found in Appendix A.

4. Schedule B Revisions

Schedule B of the Canada-Saskatchewan SHIP Agreement outlines the project array to be completed under the agreement. Project proposals are typically submitted to the Management Committee for consideration. The projects to be undertaken are added to the Schedule B by the federal co-chair. The original Schedule B was approved by Mark Wartman, Minister of Highways and Transportation, and David Collenette, federal Minister of Transport, in the signing of the agreement. The remaining revisions were approved by the SHIP Agreement Management Committee as noted in Table 1 below. Schedule B, Revision 13 is attached in Appendix B.

Table 1 – Canada-Saskatchewan SHIP Agreement Schedule B Revisions

Revision	Revision Date	Reason for Change	Approved
	January 24, 2002	Original	Approved by Ministers as part of the agreement
1	June 10, 2002	Cost adjustment for projects 1.2, 3.1	Approved by Management Committee
2	June 26, 2002	Cost adjustment for projects 1.2, 3.1	Approved by Management Committee
3	September 13, 2002	Cost adjustment for projects 1.1,1.2, 3.1	Approved by Management Committee
4	January 30, 2003	Cost adjustments for projects 1.1, 1.2, and 3.1; Add projects 4.1 and 4.2	Approved by Management Committee
5	March 17, 2003	Cost adjustments for projects 1.1, 1.2, 3.1, 4.1 and 4.2	Approved by Management Committee
6	April 13, 2003	Cost adjustments for projects 1.1, 1.2, 3.1, 4.1 and 4.2	Approved by Management Committee
7	January 28, 2004	Cost Adjustment for project 1.1, 1.2, 3.1, 4.1, 4.2; Add projects 2.2, 2.3, 2.4	Approved by Management Committee
8	July 22, 2004	Cost Adjustment for project 1.1, 1.2, 3.1, 4.1, 4.2, 2.2, 2.3, 2.4; Add projects 5.1, 5.2	Approved by Management Committee
9	November 8, 2005	Cost Adjustment for project 1.1, 1.2, 2.3, 2.4, 4.1, 4.2, 5.1, 5.2; Add project 5.3	Approved by Management Committee
10	November 30, 2005	Revised to move fiscal year 2004/05 expenditures into Previous Claims	Approved by Management Committee
11	March 3, 2006	Cost Adjustments for Project 1.1, 1.2, 4.1, 4.2, 5.1, 5.2, 5.3	Approved by Management Committee
12	June 20, 2006	Cost Adjustments for Project 1.2, 5.1, 5.2, 5.3. Reallocate unclaimed project funds to project 5.3	Approved by Management Committee
13	March 29, 2007	Added Project component 2.5 Retrospective Evaluation. Reallocated funds to project component 5.3	Approved by Management Committee

5. Project Updates and Expected Results

Project 1 – Highway 16

Project 1.1 – Highway 16: Twinning through Lashburn

The project at Lashburn involved twinning Highway 16 between Maidstone and Lloydminster. The project was part of a larger Canada-Saskatchewan initiative to twin Highway 16 between North Battleford and Lloydminster. The Lashburn project consisted of twinning 3.0 km of limited access highway through the town of Lashburn. Construction incorporated 2.8 km of new eastbound lanes for Highway 16, 1.6 km for a south service road, 2.6 km for a north service road, 0.7 km to tie a grid road into the west intersection and new intersections on the east and west sides of Lashburn.

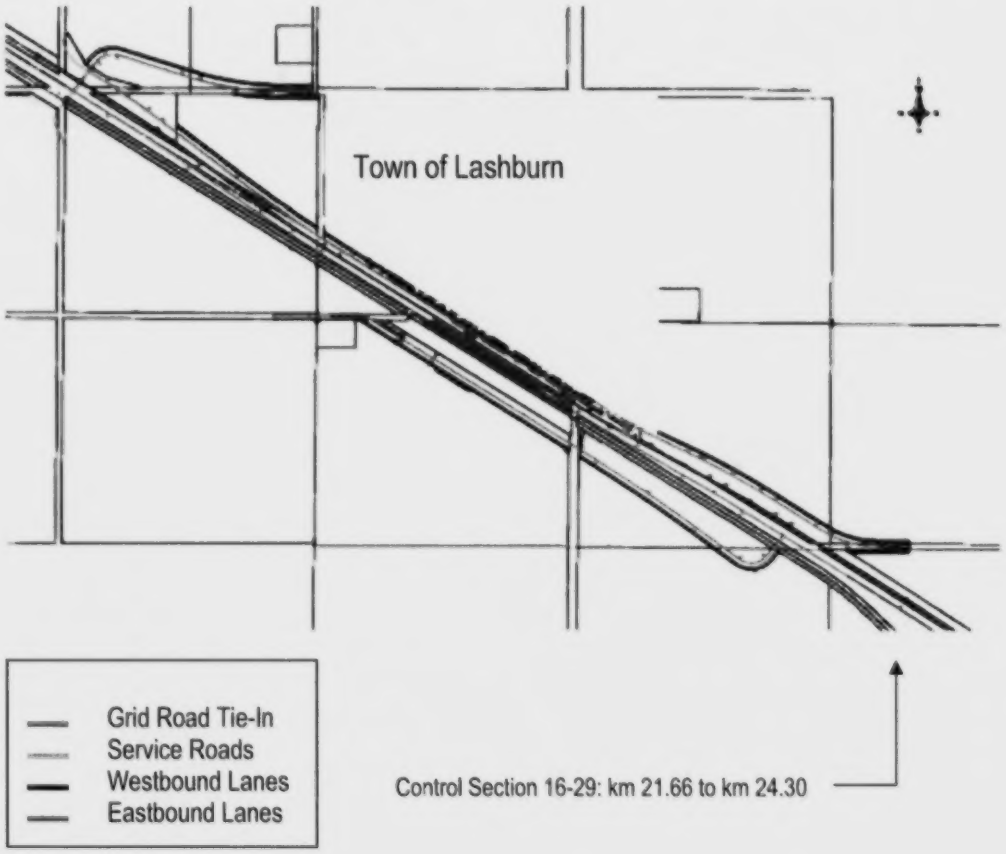
Project Status

Figure 3 (p. 7) illustrates the Lashburn project while the general location is shown in Figure 1 (p. 3). The project was substantially completed in 2002 with clean-up, reseeding and any remaining work being completed in 2003. The project was completed by its target date, and the affidavits submitted on October 25, 2004. The affidavit for this project is included in Appendix E. Saskatchewan provided monitoring and project supervision throughout construction. Federal – Provincial agreements and contract authorizations for the Lashburn project are itemized in Table 2 below.

Table 2 – Contract Authorizations Highway 16: Twinning through Lashburn

Contract Authorization	Start Date	Completion Date	Budget	Material Supplied/Work Completed by Saskatchewan
CM02031 G.W. Const. Ltd.	May 22, 2002	July 15, 2003	$3,136,372	Construction of Subgrade and Surfacing Structure
HWY16Lshbrn G.W. Const. Ltd.	May 22, 2002	March 31, 2004	$582,618	Construction Materials Contract
Hwy16LshSund G.W. Const. Ltd.	January 24, 2002	March 31, 2004	$458,474	Sundry Item Contract
Hwy16LshEA Pinter & Asscciates	January 24, 2002	March 31, 2004	$51,811	Environmental Assessment of Contaminated Soil

Figure 3 – Highway 16: Twinning through Lashburn Project



Environmental Issues

Federal environmental approval for the Lashburn project was provided on April 19, 2002. Construction took place on an existing highway and within an area of previously disturbed cultivated land.[9] This project did not significantly impact any rare species or heritage sites. No fisheries issues were encountered, as no streams were crossed by Highway 16 in the construction area. Earth borrow pits for the subgrade construction were located on privately owned lands east and west of Lashburn. Aggregate for the pavement structure of the highway segment was obtained from existing department owned pits located in the Maidstone area. The crusher and hot-mix plant were set up in a department owned stockpile site two kilometres east of Lashburn, adjacent to the highway.

Areas of petroleum contamination were identified at sites along Highway 16 within Lashburn. The contamination was likely associated with former and existing service stations.[10] An estimated 4,000 m^3 of contaminated soil was removed during highway construction and hauled to department owned property east of Lashburn to be land-farmed.

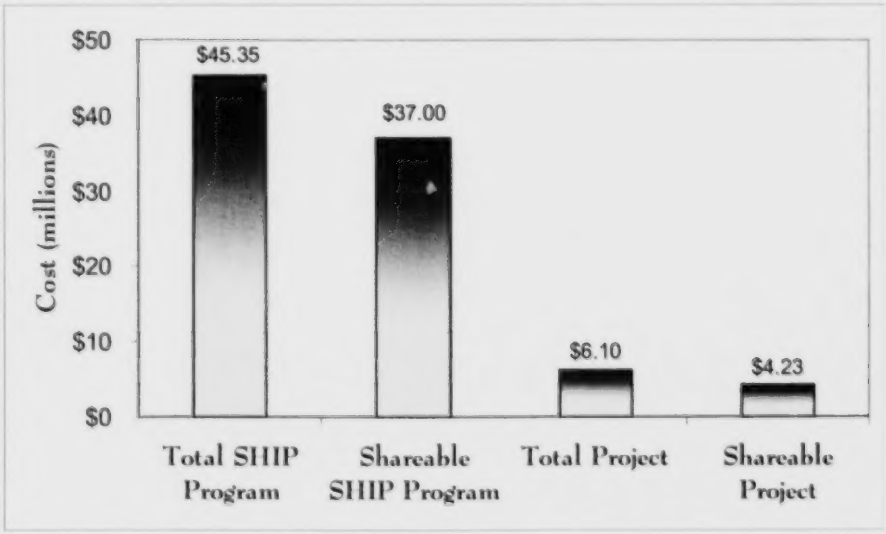
Financial Summary

A financial summary for the twinning project through Lashburn is outlined in Table 3 below. Figure 4 illustrates the final cost breakdown for this project, and Figure 5 shows what percentage of the total SHIP program this project represents. All expenditures are based on Schedule B Revision 13 dated March 29, 2007.

Table 3 – Highway 16: Twinning through Lashburn Schedule B Summary

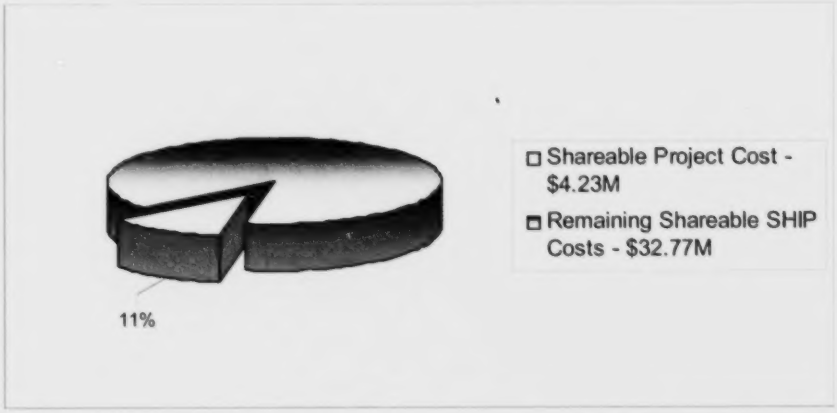
Project Cost	Shareable Project Cost	Agreement Contributions		Previous Claims	2006/07 Claims	Remaining to Claim
		Federal	Provincial			
$6,096,351	$4,229,276	$2,114,638	$2,114,638	$4,229,276	$0	$0

Figure 4 – Lashburn Project Cost Breakdown



[9] December 19, 2001 - AMEC
[10] December 1999 - May 2000 – Printer & Associates

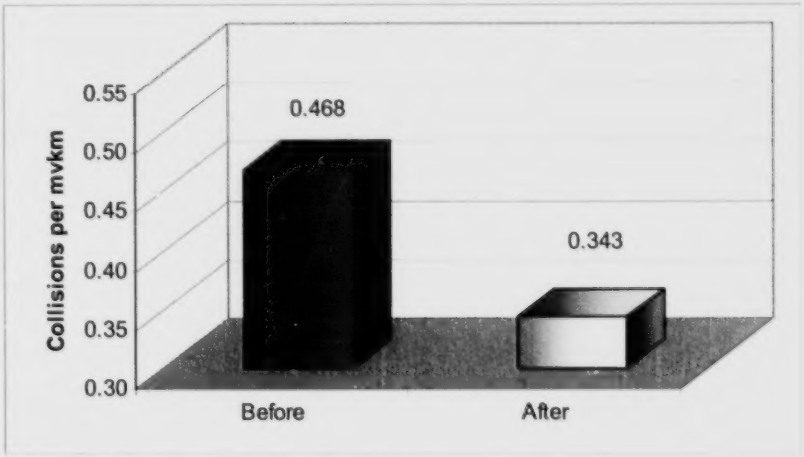
Figure 5 – Lashburn Project Cost as a Percentage of Total SHIP Costs



Expected Results

The Lashburn project will have a positive effect on the safety performance and pollution production of Highway 16. The 3.0 km single-lane roadway had a collision rate of 0.468 collisions per million vehicle kilometres (mvkm) before the twinning project.[11] This rate is expected to decrease to 0.343 collisions per mvkm or less, which is the typical 15-year collision rate for a four-lane rural highway (illustrated in Figure 6 below).[12] In addition, MicroBENCOST analysis suggests that fuel consumption and carbon monoxide production will be reduced by 255,000 L and 20,000 kg respectively over a 20-year analysis period,[13] enhancing the environmental sustainability of transportation in Saskatchewan.

Figure 6 – Highway 16 Collision Rates: Lashburn



[11] This collision rate excludes collisions with animals.

[12] Saskatchewan Highways' collision analysis of Highway 16 between North Battleford and Saskatoon identified a 55 percent decrease in the five-year collision rate after twinning, and an 86 percent decrease in the fatal collision rate.

[13] *Twin Highway 16 Through the Town of Lashburn* – SHIP Project Submission, 2001

This section of Highway 16 has seen a 27 percent increase in traffic volume and a 41 percent increase in truck traffic over the past decade. The traffic growth rate is projected to be two percent per year considering all traffic, including truck traffic. This segment of Highway 16 supports an estimated annual cargo weight of 4.34 million tonnes valued at $13.4 billion (as illustrated in Figures 7 and 8).[14] The Lashburn project will increase mobility and transportation efficiency by decreasing delay times for the delivery of commodities.

Figure 7 – Estimated Annual Cargo Weights and Top Three Commodities at Marshall

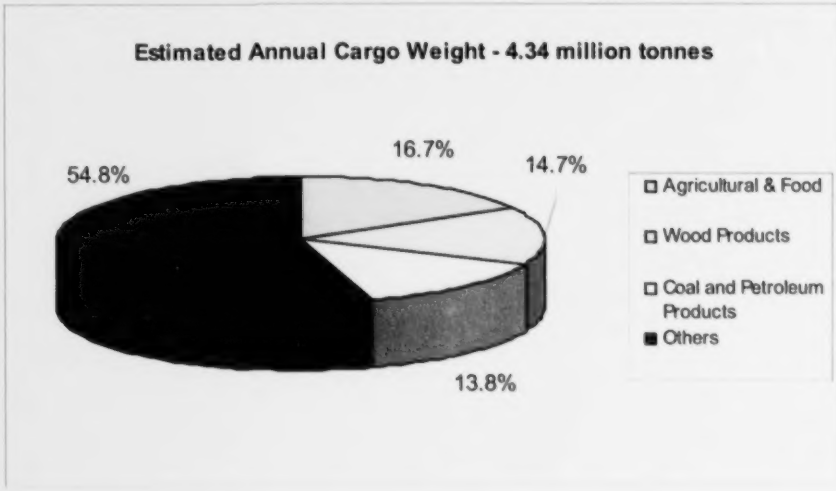
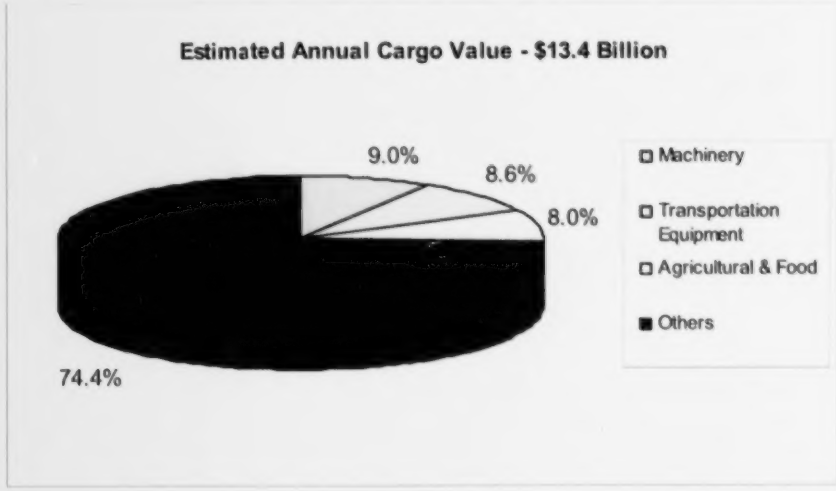


Figure 8 – Estimated Annual Cargo Value and Top Three Categories for Marshall



[14] Analysis on data from the 1999 Nationa Roadside Study for Highway 16 at Marshall, Saskatchewan

Federal/Provincial Events

Federal and provincial representatives visited the Lashburn project on July 11, 2002. Transport Canada was represented by Kim Aziz, Highway Programs Manager for Surface Programs. Saskatchewan Highways and Transportation was represented by Ray Connoly, Engineering Projects Director; Robert Berry, Senior Policy Advisor and co-chair of the SHIP Management Committee; and Robin Christopher, Lashburn Project Manager. Note: Committee revisions have been made since the visit.

A final site inspection for Transport Canada occurred on October 15, 2002. Kim Aziz, Robin Christopher and Miranda Carlberg took part in the inspection.

A ceremony marking the opening of the Lashburn project was held on November 1, 2002. Ralph Jones represented Transport Canada at the ceremony. Minister Mark Wartman represented Saskatchewan Highways and Transportation.

Opening Ceremony at Lashburn

Project 1.2 – Highway 16: Approach Roads to the Battlefords Bridge

This project involved twinning 3.2 km of Highway 16 from west of the junction of Highway 4 and Highway 16 to the new bridge constructed across the North Saskatchewan River at North Battleford.

Project Status

The main roads for the project and the bridge were open to traffic in 2002. The project was completed during the 2003-04 construction season with the completion of one final access ramp and the installation of roadway lighting. The affidavit for this project was submitted on May 3rd, 2006 and is included in Appendix E. Saskatchewan provided monitoring and project supervision throughout the duration of construction.

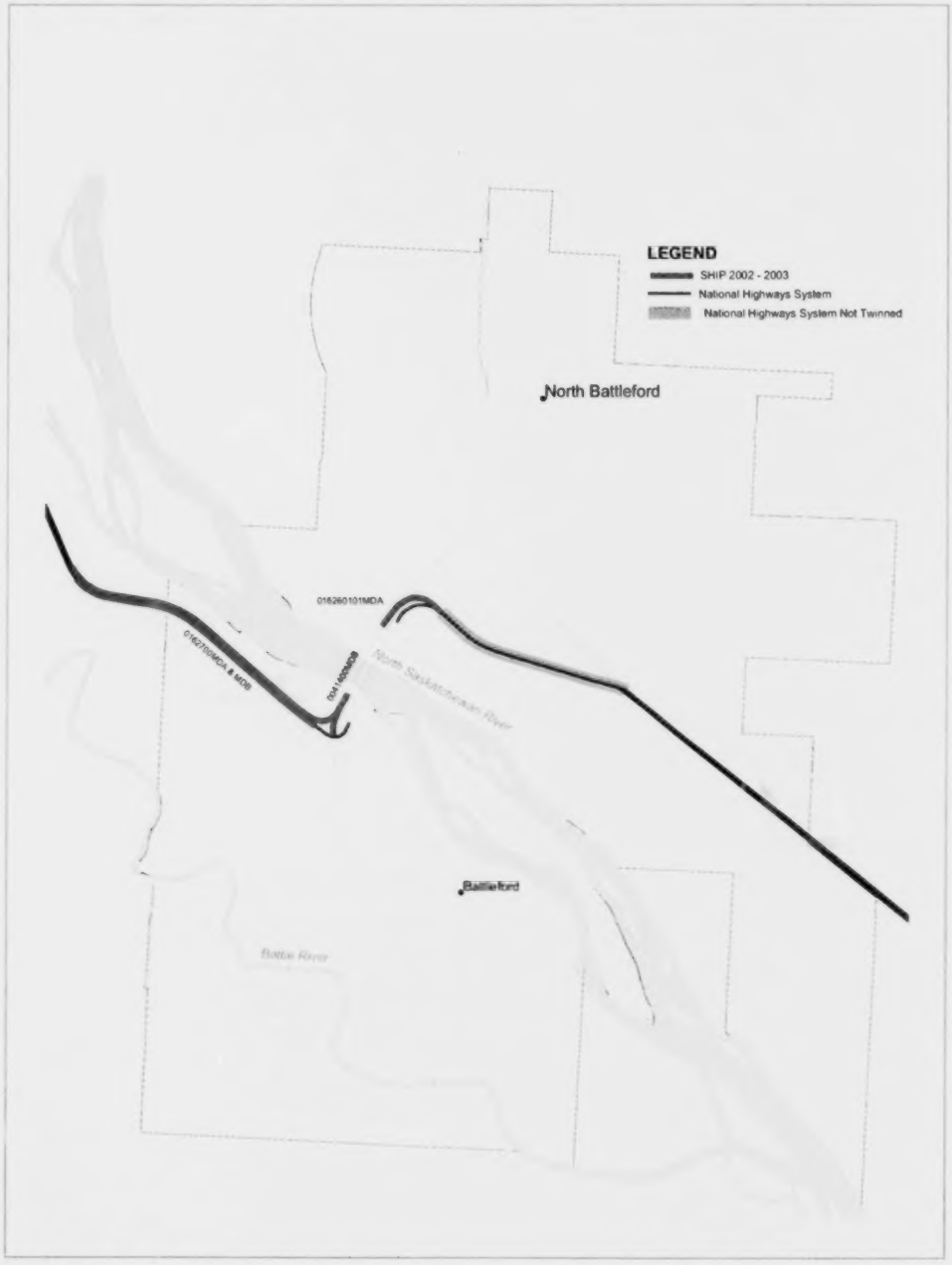
The general location of the Battleford project is shown in Figure 1 (p. 3) with a more detailed view illustrated in Figure 9 (p. 13). Federal-provincial agreements and contract authorizations for the Battlefords project are itemized in Table 4 below.

View Facing South at the Approach Roads to the Battlefords Bridge

Table 4 – Contract Authorizations Highway 16: Approach Roads to the Battlefords Bridge

Contract Authorization	Start Date	Completion Date	Budget	Material Supplied/Work Completed by Saskatchewan
C02026 G & C Asphalt Services Ltd.	June 21, 2002	September 15, 2003	$3,605,644	Construction of Subgrade and Surfacing Structure Contract
NBMaterial G & C Asphalt Services Ltd.	June 21, 2002	September 13, 2004	$968,452	Supply of Construction Materials
Hwy16NBSundries G & C Asphalt Services Ltd.	October 28, 2002	October 28, 2002	$852,399	Supply of Sundry Items
C03050 G & C Asphalt Services Ltd.	May 1, 2003	November 11, 2004	$735,962	Construction of Subgrade and Surfacing Structure Contract

Figure 9 – Highway 16: Approach Roads to the Battlefords Bridge Project

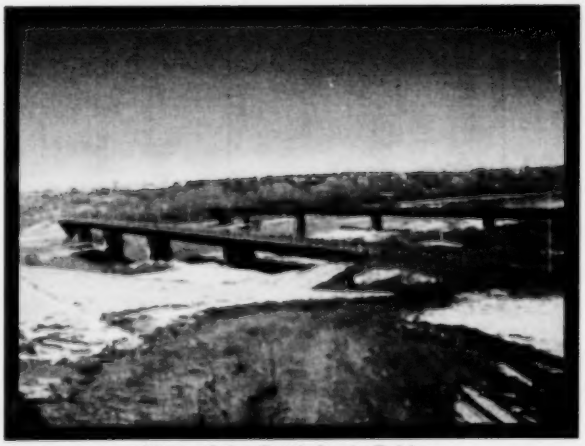


Environmental Issues

Federal environmental approval for the Battlefords approach roads project was provided on April 19, 2002. The project did not significantly impact the environment, rare species or heritage sites as the construction of the 3.0 km of twinned highway was through cultivated land. Borrow pits were not required for subgrade construction. Subgrade materials were obtained from within the new right-of-way, primarily from the south approach cut to the bridge, with the remainder obtained from ditch cuts. The aggregate for the project was obtained from a private pit adjacent to the highway near the bridge.

Construction on the Battlefords Approach Roads

Embankment Construction



View of the Battlefords Bridge

Financial Summary

A financial summary for the Battlefords approach roads project is outlined in Table 5 below. Figures 10 and 11 show the final cost of the Battlefords approach roads project compared to the overall program costs. All expenditures are based on Schedule B Revision 13 dated March 29, 2007.

Table 5 – Highway 16: Approach Roads to the Battlefords Bridge – Schedule B Summary

Project Cost	Shareable Project Cost	Agreement Contributions		Previous Claims	2006/07 Claims	Remaining to Claim
		Federal	Provincial			
$7,502,746	$6,162,457	$3,081,229	$3,081,229	$6,162,457	$0	$0

Figure 10 – Approach Roads to the Battlefords Bridge Cost Breakdown

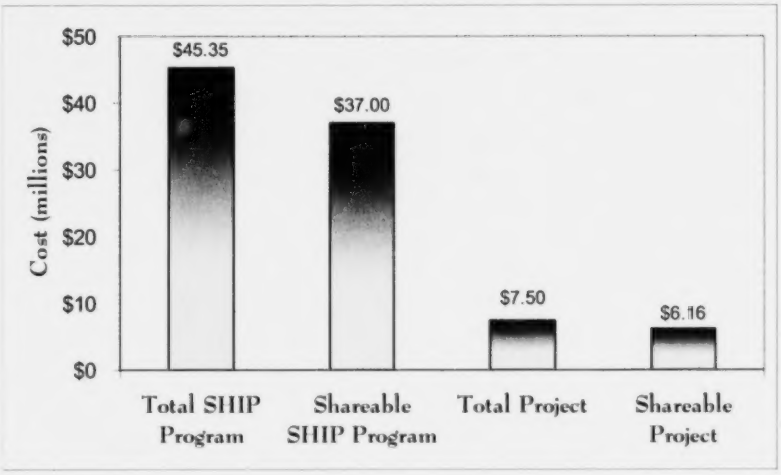
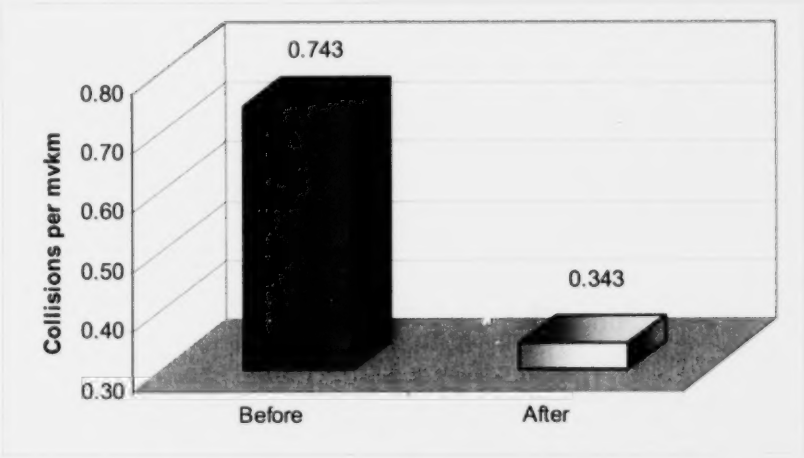


Figure 11 – Battlefords Project Cost as a Percentage of Total SHIP Costs

Expected Results

The Battlefords Approach Roads project will have a significant positive effect on the safety of Highway 16. The collision rate on this single-lane section of highway was high prior to twinning, at 0.743 collisions per million vehicle kilometres (mvkm). The rate is expected to decrease to at least 0.343 collisions per mvkm[15] with the completion of the Battlefords project, which is the 15-year average collision rate for divided highways (as illustrated in Figure 12 below). MircoBENCOST analysis determined a discounted accident benefit of $1.4 million for this relatively short segment of roadway. In addition, the project will enhance environmental sustainability by reducing fuel consumption by 333,000 L and carbon monoxide by 5,000 kg.[16]

Figure 12 – Highway 16 Collision Rates: Battlefords Approach Roads



Federal/Provincial Events

Federal and provincial representatives visited the Battlefords project on July 11, 2002. Transport Canada was represented by Kim Aziz, Highways Programs Manager for Surface Programs. Saskatchewan Highways and Transportation was represented by Ray Connoly, Engineering Projects Director; and Robert Berry, Senior Advisor and co-chair of the SHIP Management Committee.

A final site inspection for Transport Canada occurred on October 15, 2002. Kim Aziz and Miranda Carlberg took part in the inspection.
Note: There have been management revisions since the event.

A ceremony marking the opening of the Battlefords project and new Battlefords Bridge was held on November 1, 2002. Ralph Jones represented Transport Canada at the ceremony. Minister Mark Wartman represented Saskatchewan Highways and Transportation.

Battlefords Project - Opening Ceremony

[15] The accident rate could be reduced to 0.336 collisions per million vehicle km based on a 55 percent reduction.
[16] *Twin Highway 16 Near the Battlefords* – SHIP Project Submission, 2001

Project 2 – Planning and Evaluation

Project 2.2 – Trans-Canada Highway 1: Corridor Study

This project consisted of a study that reviewed the Highway 1 corridor from Regina to Balgonie. The study identified current and emerging operational and safety issues, recommended staged options to address the issues and commented on how the options fit with the long term plan outlined in the Regina Regional Highway Planning Study.

Project Status

UMA Engineering Ltd. was selected to carry out the study which was completed during the fall of 2004. The final report was submitted May 10, 2005 and explained that many of the main intersections along the study area had severe delays in traffic flow. Two alternatives were suggested to help improve traffic operations and driver safety on Highway 1; add additional interchanges at Gravel Pit Road and at Great Plains Industrial Park Access, or add additional interchanges at Pilot Butte Access and at Emerald Park Access. The second option was selected based on the evaluation criteria (refer to Figure 13, p. 18). Federal-Provincial Agreements and Contract Authorizations for the corridor study are itemized in Table 6 below. The report was reviewed by the Department and accepted on June 21, 2005. Since the recommended option varies from the existing long term plan, further study is required.

Table 6 – Contract Authorizations for Trans-Canada Highway 1 – Corridor Study

Contract Authorization	Start Date	Completion Date	Budget	Material Supplied/Work Completed by Saskatchewan
Hwy 1 Corridor Study UMA Engineering	May 10, 2004	October 25, 2004	$44,180	Corridor Study

Environmental Issues

The study was a planning and evaluation study and did not incorporate any road work. As such, there are no environmental issues.

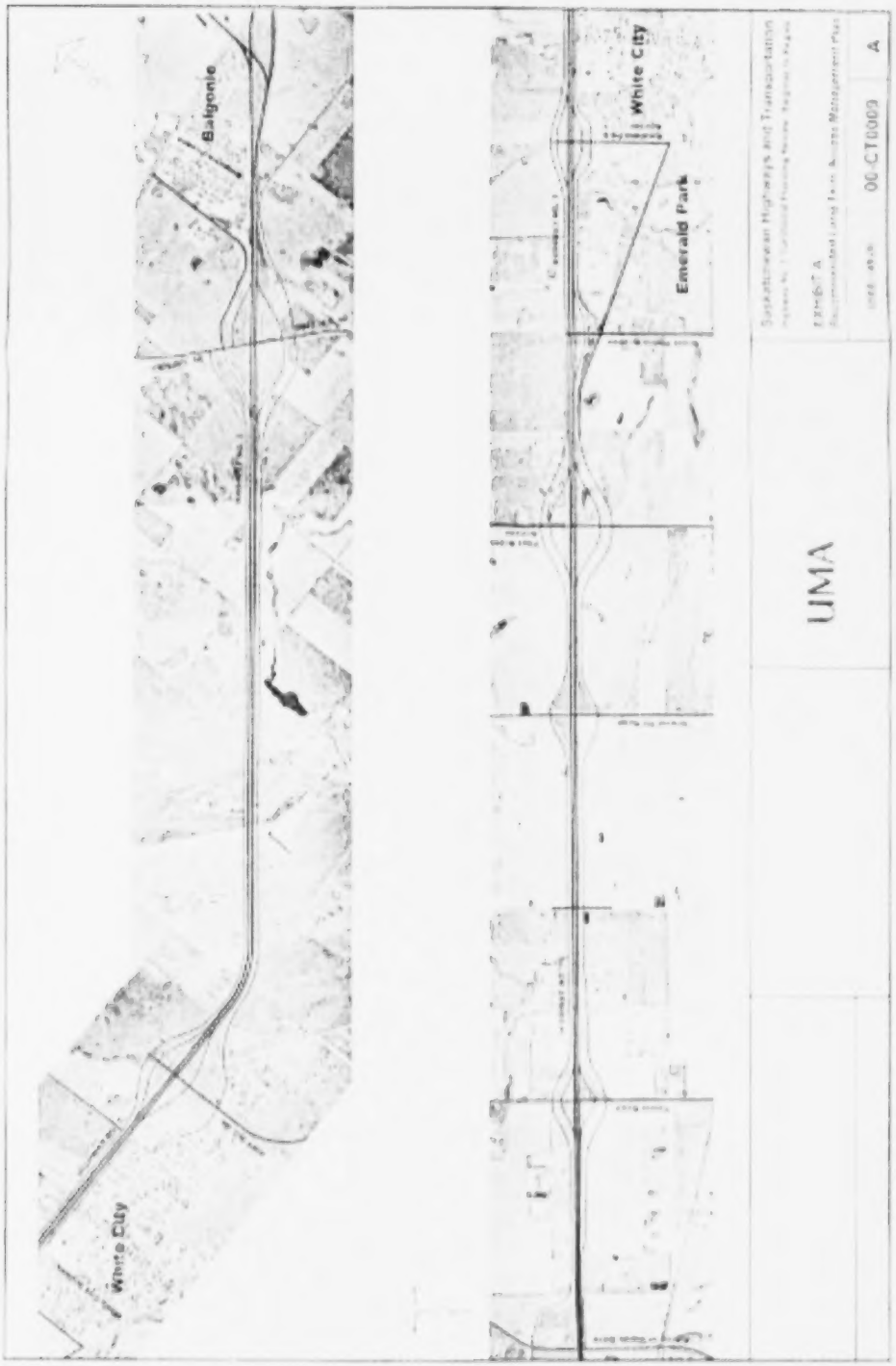
Financial Summary

A financial summary for the Trans-Canada Highway 1 – Corridor Study is outlined in Table 7 below. The project was completed in the 2004-05 fiscal year at a cost of $44,180.

Table 7 – Trans-Canada Highway 1 - Financial Results - Corridor Study - Schedule B Summary

Project Cost	Shareable Project Cost	Agreement Contributions		Previous Claims	2006/07 Claims	Remaining to Claim
		Federal	Provincial			
$44,180	$44,180	$22,090	$22,090	$44,180	$0	$0

Figure 13 – Highway 1 Between Regina and Balgonie Recommended Option



Project 2.3 – Intersection Study at Highways 7 and 14

The main purpose of the study was to review the safety and operation of the intersection of Highways 7 and 14, west of Saskatoon. This review encompassed the roadway geometrics and features accident statistics, traffic volumes, intersection capacity and queuing. From the review, interim and long-term measures were developed to mitigate safety and operational issues at the intersection. The review also predicted impacts on the intersection arising from developments on the surrounding land, including impacts to other public infrastructure. The study established budget estimates for any possible improvements at the intersection.

Project Status

Earth Tech Canada Inc. was selected to carry out this study. The final report was received and accepted by the department on March 1, 2004. The report recommended two courses of action at the intersection, dependent on future developments undertaken by the City of Saskatoon. These plans addressed a safety issue involving the difficulty motorists have in turning north from Highway 14 onto Highway 7 eastbound. Current plans by the City of Saskatoon include the re-alignment of Highway 7, eliminating the problem intersection. The report suggests the construction of an acceleration lane east of the intersection along Highway 7 eastbound (Figure 14, p. 20) provided the City implements its plan within the next 5 years. If the re-alignment of Highway 7 does not take place within the next five years the report suggested limiting the eastbound traffic on Highway 7 to the south lane (Figure 15, p. 20), allowing the north lane to be used by traffic turning off of Highway 14 onto Highway 7 eastbound. Federal – provincial agreements and contract authorizations for the intersection study are itemized in Table 8 below.

Table 8 – Contract Authorizations: Intersection Study at Highways 7 & 14

Contract Authorization	Start Date	Completion Date	Budget	Material Supplied/Work Completed by Saskatchewan
Hwy 7& 14 Intersection Study Earth Tech Canada Ltd.	Nov 7, 2003	March 1, 2004	$14,900	Corridor Study

Environmental Issues

This was a planning and evaluation study and did not incorporate any road work. As such, there are no environmental issues.

Financial Summary

A financial summary for the Highways 7 and 14 – Intersection Study is outlined in Table 9 below. The study was completed in 2003-04 at a cost of $14,900.

Table 9 – Intersection Study at Highways 7 & 14 – Schedule B Summary

Project Cost	Shareable Project Cost	Agreement Contributions		Previous Claims	2006/07 Claims	Remaining to Claim
		Federal	Provincial			
$14,900	$14,900	$7,450	$7,450	$14,900	$0	$0

Figure 14 – Option 1 for the future development at the intersection of Highway 7 and 14

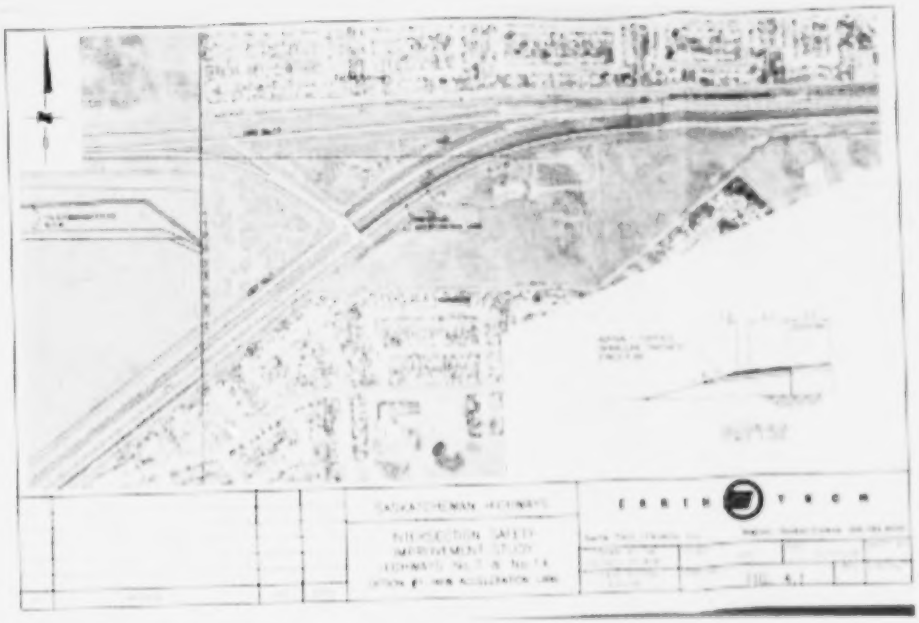
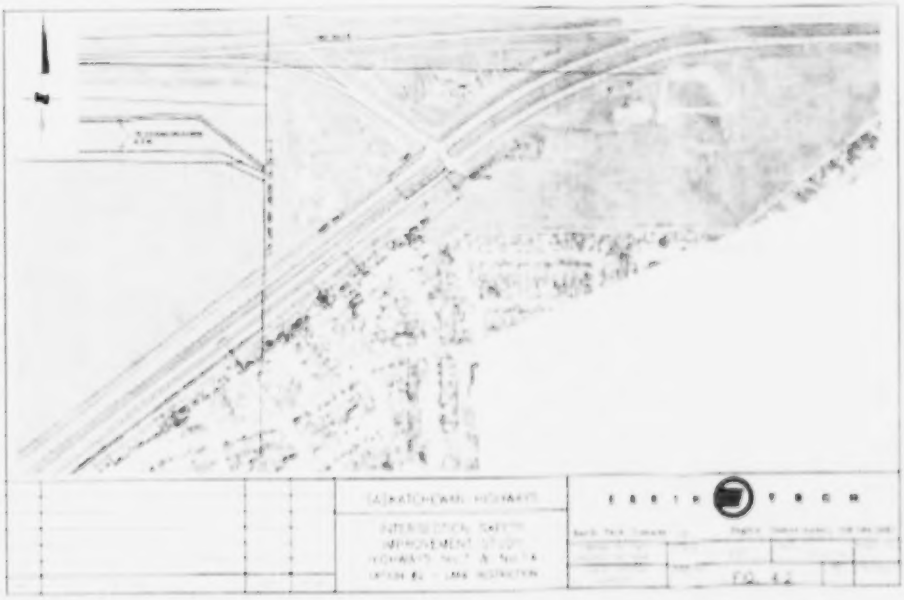


Figure 15 – Option 2 for the future development at the intersection of Highway 7 and 14



Project 2.4 – Yellowhead Highway 16: Study for Highway 16 East of Saskatoon

The purpose of the study was to determine the future highway corridor location for the continuation of four lanes on Highway 16 from east of Clavet to east of Saskatoon. Specifically, the area under consideration is Highway 16 from 3.0 km east of Clavet to 1.0 km west of Floral. The study weighed cost, function and community concerns. The communities affected include the Village of Clavet, the RM of Corman Park and the RM of Blucher.

Project Status

ND Lea was selected to carry out the study. The completed study recommended two options for the realignment of Highway 16. The first option would route the four lane section through the Village of Clavet (Figure 16, p. 22), the second option would bypass Clavet.

Federal-provincial agreements and contract authorizations for the functional study are itemized in Table 10 below.

Table 10 – Contract Authorizations for Yellow Head Highway 16 – Functional Study

Contract Authorization	Start Date	Completion Date	Budget	Material Supplied/Work Completed by Saskatchewan
Hwy 16 Saskatoon to Clavet Functional Study ND LEA & Clifton Associates Ltd.	Oct 1, 2003	April 30, 2004	$54,532	Functional Study

Environmental Issues

The study was a planning and evaluation study and did not incorporate any road work. As such, there are no environmental issues.

Financial Summary

A financial summary for the Yellowhead Highway 16 – Functional Study is outlined in Table 11 below. The project was completed in 2004-05 at a cost of $54,532.

Table 11 – Yellow Head Highway 16 - Functional Study – Schedule B Summary

Project Cost	Shareable Project Cost	Agreement Contributions		Previous Claims	2006/07 Claims	Remaining to Claim
		Federal	Provincial			
$54,532	$54,532	$27,266	$27,266	$54,532	$0	$0

Figure 16 – Recommended Option - Bypass the Town of Clavet

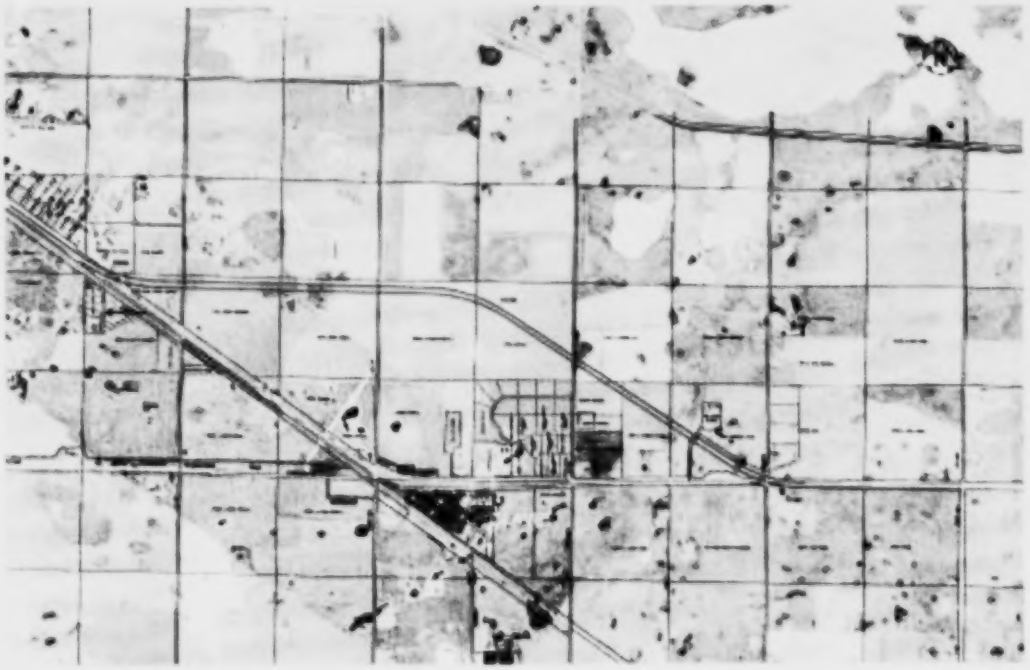


FIGURE 12 - CLAVET OPTION 2C

Project 2.5 – SHIP Retrospective Evaluation

The purpose of this study was to evaluate the results of the SHIP agreement between Canada and Saskatchewan.

Project Status

UMA Engineering Ltd was selected to perform the evaluation. A copy of the Executive Summary can be found in Appendix F. Contract authorizations for the retrospective evaluation are itemized in Table 12 below.

Table 12 – Contract Authorizations for SHIP Retrospective Evaluation

Contract Authorization	Start Date	Completion Date	Budget	Material Supplied/Work Completed by Saskatchewan
SHIP Retrospective Evaluation UMA Engineering Ltd.	April 1, 2006	March 31, 2007	$31,545	Retrospective Evaluation

Environmental Issues

The study was a retrospective evaluation and did not incorporate any road work. As such, there are no environmental issues.

Financial Summary

A financial summary for the SHIP Retrospective Evaluation is outlined in Table 13 below. The project was completed in 2006-07 at a cost of $31,545.

Table 13 - SHIP Retrospective Evaluation – Schedule B Summary

Project Cost	Shareable Project Cost	Agreement Contributions		Previous Claims	2006/07 Claims	Remaining to Claim
		Federal	Provincial			
$31,545	$31,545	$15,773	$15,773	$0	$0	$31,545

Project 4 – Highway 1 West

Project 4.1 – Highway 1: Paving 23 km between Tompkins and Piapot

The paving of 23.0 km between Tompkins and Piapot (referred to as the Highway 1 West Paving Project) is part of the Canada-Saskatchewan initiative to twin Highway 1 through the province of Saskatchewan. It consists of paving the highway embankment (constructed by Saskatchewan) adjacent to the existing Highway 1 in southwest Saskatchewan.

Aggregate Processing Operation on Highway 1 West

Project Status

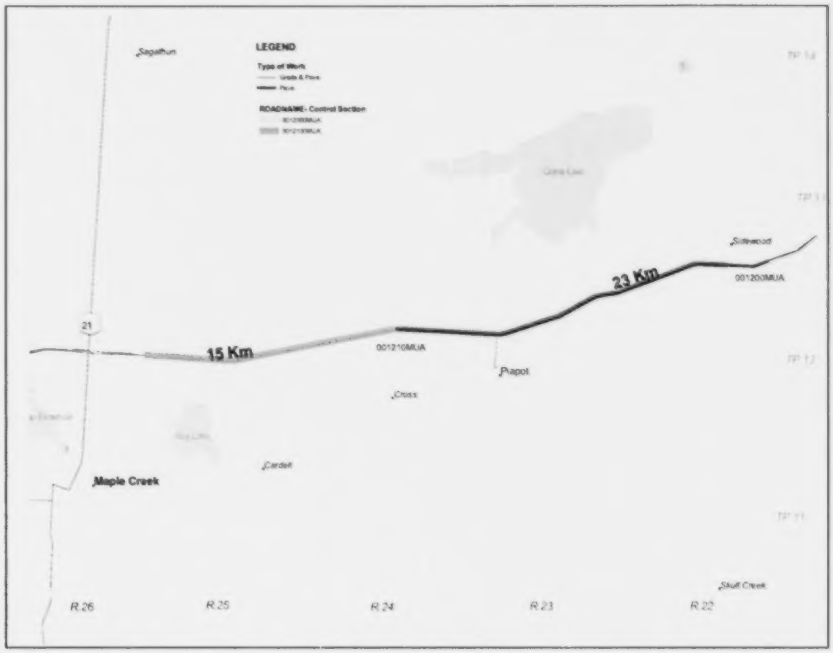
Paving was completed on the project during the 2003 construction season and the road was opened to the public on October 27, 2003. Site clean-up and placement of a short section of second lift asphalt concrete was completed in 2004-05. Affidavits for the project were submitted on September 7, 2004 and are included in Appendix E. Saskatchewan provided monitoring and supervision for the duration of the construction.

Figure 17 (p. 25) illustrates the Highway 1 west projects (23.0 km paving project and 15.0 km grade and pave project). The general project location is shown in Figure 1 (p. 3). Federal-Provincial agreements and contract authorizations for the Highway 1 Paving Project are itemized in Table 14 below.

Table 14 – Contract Authorizations for Highway 1: Paving between Tompkins and Piapot

Contract Authorization	Start Date	Completion Date	Budget	Material Supplied/Work Completed by Saskatchewan
C02130 Potzus Paving & Road Maint. Ltd.	February 1, 2003	March 31, 2004	$1,715,455	Screening and hauling of aggregate
Haul Tompkins Anderson Rental & Paving Ltd.	February 3, 2003	March 31, 2004	$249,012	Haul fine aggregate material from Tompkins to Piapot
Haul W Sidewood Morsky Construction Co. Ltd.	February 3, 2003	March 31, 2004	$277,843	Agreement to Haul Fine Aggregate West of Sidewood to West of Piapot
Hwy1WPaveMat Morsky Construction Co. Ltd.	January 30, 2003	November 1, 2004	$1,418,651	Supply of Construction Materials
Hwy1WPaveSund Morsky Construction Co. Ltd.	January 30, 2003	November 1, 2004	$124,575	Supply of Sundry Items
CO3018 Morsky Construction Co. Ltd.	May 15, 2003	November 1, 2004	$1,865,580	Construction and Surfacing
CO3019 Anderson Rental & Paving Ltd.	May 15, 2003	November 1, 2004	$3,099,928	Construction and Surfacing

Figure 17 – Highway 1 West Projects



Environmental Issues

Federal environmental approval for the Highway 1 west paving project was provided on January 30, 2003. Transport Canada completed a screening of the project in accordance with the *Canadian Environmental Assessment Act* and determined that the project would not result in adverse environmental effects. The project is located on a previously constructed embankment, thus the area had already been disturbed. There are a few small creeks that crossed the new highway lanes, but they were not impacted by the paving project. Surface water could have been affected by the project, but measures were taken to mitigate any adverse effects.[17]

Previously Constructed Embankment for Highway 1 West

[17] January 13, 2003 – Transport Canada

Financial Summary

A financial summary for the Highway 1 West Paving Project is outlined in Table 15 below. Figure 18 illustrates the final cost breakdown for this project. Figure 19 shows what percentage of the SHIP expenditures were allocated to this project. All expenditures are based on Schedule B Revision 13 dated March 29, 2007.

Table 15 – Highway 1: Paving between Tompkins and Piapot – Schedule B Summary

Project Cost	Shareable Project Cost	Agreement Contributions		Previous Claims	2006/07 Claims	Remaining to Claim
		Federal	Provincial			
$9,804,454	$8,751,044	$4,375,522	$4,375,522	$8,751,044	$0	$0

Figure 18 – Highway 1 West Paving Project Cost Breakdown

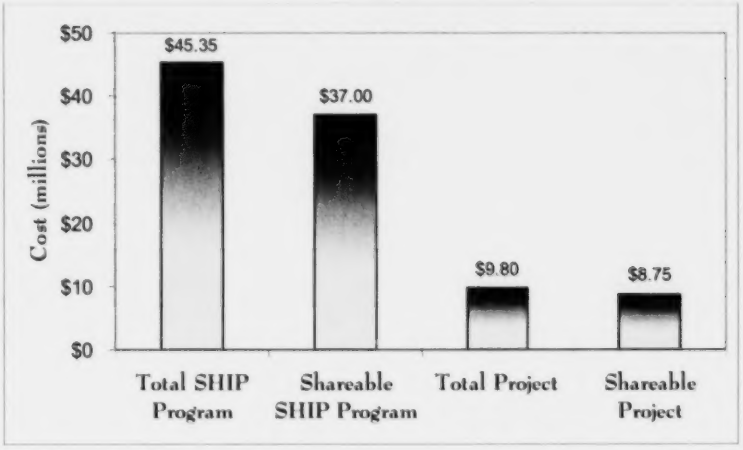
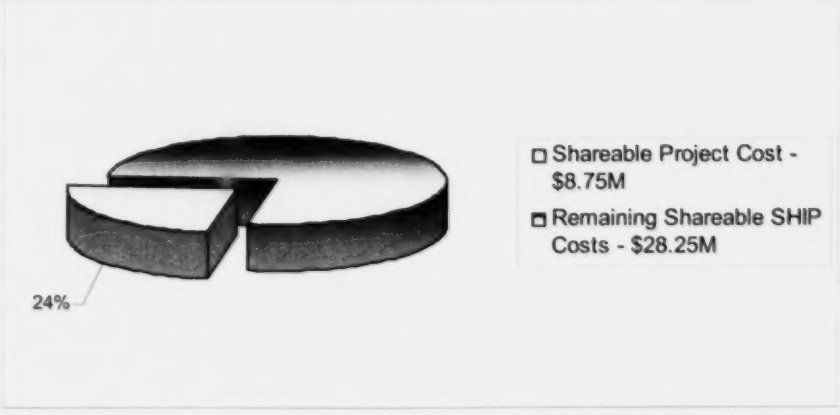


Figure 19 – Highway 1 West Paving Project Cost as a Percentage of Total SHIP Costs



Project 4.2 – Highway 1: Grading and Paving from Piapot to the Junction of Highway 21

View of the East End of the Highway 1 West Projects

The grading and paving of 15 km on Highway 1 between Piapot and the Junction with Highway 21 (referred to as Highway 1 west grade and Pave Project) was a component of a larger Canada-Saskatchewan initiative to twin Highway 1 west of Regina. It was comprised of the construction of 15.0 km of roadway for a second set of lanes for Highway 1 in southwest Saskatchewan. With the completion of these two projects, the Trans-Canada Highway is now twinned from Regina to the Alberta border.

Project Status

On October 27, 2003, the Honourable Lorne Calvert, premier of Saskatchewan, performed the ribbon cutting ceremony as Canada and Saskatchewan officially opened the new twinned section of Highway 1 west. Clean-up work and the placement of a short section of second lift asphalt concrete were completed in the 2004-05 fiscal year. Affidavits for this project were submitted on September 7, 2004 and are included in Appendix E. Saskatchewan provided monitoring for the project. Federal – provincial agreements and contract authorizations for the Highway 1 grading and paving project are itemized in Table 16 (p. 28).

Opening Ceremony at Highway 1 West

Table 16 – Contract Authorizations Highway 1: Grading and Paving between Piapot and Jct. Hwy 21

Contract Authorization	Start Date	Completion Date	Budget	Material Supplied/Work Completed by Saskatchewan
C02130Sup Potzus Paving & Road Maint. Ltd.	February 4, 2003	November 1, 2004	$1,032,615	Haul Coarse Aggregate
Haul W Piapot Koncrete Const. Ltd.	February 4, 2003	March 31, 2004	$385,445	Agreement to Haul Fine Aggregate from west of Piapot to East of Junction 21
Hwy1WGradePaveDisturb Anderson Rental & Paving Ltd.	April 4, 2003	March 31, 2004	$4,800	Agreement to disturb construction area
Hwy1WGradePaveMat Potzus Paving & Road Maint. Ltd.	January 30, 2003	November 1, 2004	$1,085,946	Supply of Materials
Hwy1WGradePaveSund Potzus Paving & Road Maint. Ltd.	January 30, 2003	November 1, 2003	$123,272	Supply of Sundry Items
CO3010 Anderson Rental & Paving Ltd	May 15, 2003	November 1, 2004	$6,337,570	Construction and Surfacing
Hwy1WGradePaveEA Clifton Associates Ltd.	May 15, 2003	March 31, 2004	$5,000	Environmental pre-screening report

Environmental Issues

Federal environmental approval was provided on April 4, 2003. Transport Canada completed a screening summary of the project in accordance with the *Canadian Environmental Assessment Act*, and determined that the project was not likely to have significant adverse effects on the environment. The project was allowed to proceed with the application of protective measures to mitigate any effects on surface water, fish and fish habitat, terrestrial wildlife, wildlife habitat and terrestrial vegetation.[18]

The Department commissioned a consultant to complete an environmental screening of the project between Piapot and Maple Creek. The consultant's report identified five ferruginous hawk nests within the project area. Saskatchewan Environment (SE) recommends a 1000 metre activity restriction distance between construction activity and ferruginous hawk nests. The SE 1000 metre activity restriction, in effect between March 15 and July 15, removed 8.9 km (60%) of construction from the project. Negotiations began immediately which resulted in SE offering to reduce the restricted buffer zone to 500 metres with no construction activity within 500 metres of any nest until after July 1. Construction would be allowed to proceed provided a qualified environmental monitor was on-site to monitor the nest activity until the construction moved outside the 500 metre buffer or the birds had fledged. The department hired a monitor to watch and record the nest activity during construction with full authority to halt construction in that area if he felt the nest or the young were being compromised. The monitor moved with the construction from nest to nest until all the young had fledged. The final wildlife survey was completed and submitted to Transport Canada in August 2004.

[18] April 4, 2003 Transport Canada

Financial Summary

A financial summary for the Highway 1 Grading and Paving project is outlined in Table 17 below. Figures 20 and 21 illustrate the final cost breakdown for this project. All expenditures are based on Schedule B Revision 13 dated March 29, 2007.

Table 17 – Highway 1: Grading and Paving between Piapot and Jct. Hwy 21 –Schedule B Summary

Project Cost	Shareable Project Cost	Agreement Contributions		Previous Claims	2006/07 Claims	Remaining to Claim
		Federal	Provincial			
$9,868,127	$8,974,648	$4,487,324	$4,487,324	$8,974,648	$0	$0

Figure 20 – Highway 1 West Paving and Grading Project Cost Breakdown

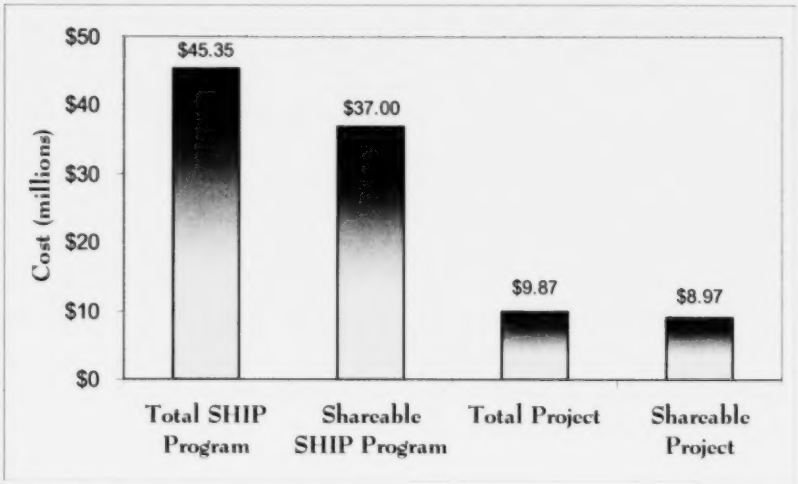


Figure 21 – Highway 1 West Paving and Grading Project Cost as a Percentage of Total SHIP Costs

Expected Results

In regards to projects included in project component 4.1 and 4.2, a 49 percent increase in the traffic volume and a 106 percent increase in truck traffic have occurred on this section of Highway 1 over the past ten years. As traffic volumes continue to increase, potential traffic conflicts will increase as well. The SHIP project will increase the level of service along Highway 1 and will reduce the potential for collisions. The MicroBENCOST analysis indicates that the projects will enhance the environmental sustainability of transportation on Highway 1 by reducing both fuel consumption and carbon monoxide production by 4,985,000 L and 80,000 kg respectively.[19] Mobility and transportation efficiencies have been forecasted; savings of $11.3 million from reduced road user delays and $8 million from reduced vehicle operating costs. The segment of Highway 1 covered by these projects supports an estimated annual cargo weight of 5.15 million tonnes, valued at $21.3 billion (as illustrated in Figures 22 and 23 on p. 31). The Highway 1 west projects will enhance trade and transportation efficiency by decreasing delay times for the delivery of commodities.

[19] Twin Highway 1 – West of Tompkins to East of the Junction of Highway 21 – SHIP Project Submission, 2002

Figure 22 – Estimated Annual Cargo Weight and Top Three Categories at Beverly

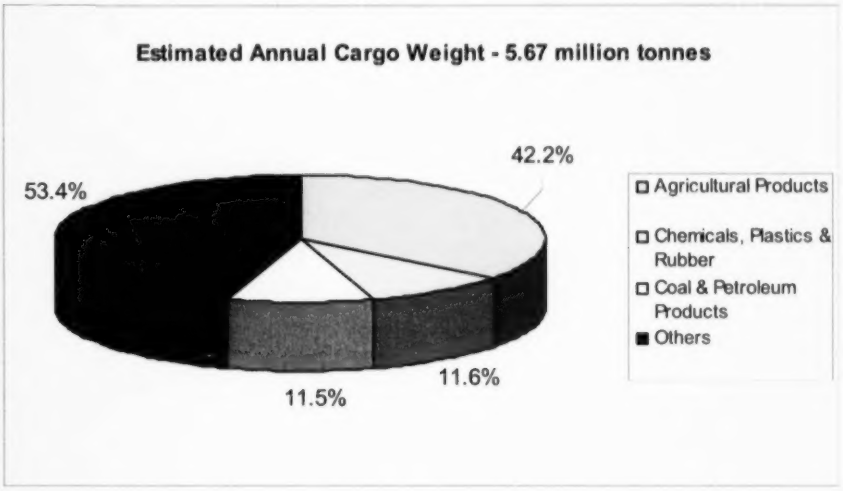
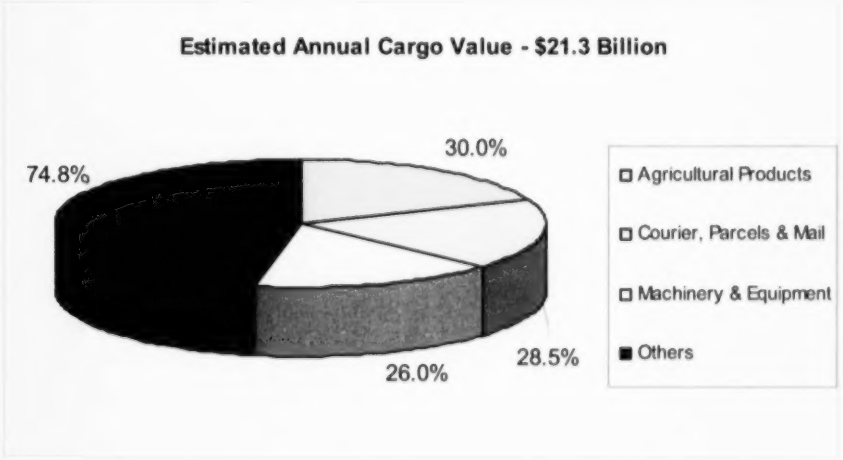


Figure 23 – Estimated Annual Cargo Value and Top Three Categories at Beverly



Project 5 – Highway 1 East

Project 5.1 – Highway 1: Grading from West of Whitewood to Broadview

The grading of Highway 1 between Whitewood and Broadview is one of the SHIP projects that support twinning Highway 1 east from the Manitoba border to Indian Head. These SHIP projects are part of the Trans-Canada East Twinning Program (TETP) and will greatly improve traffic characteristics on Highway 1, specifically safety and efficiency. Figure 24 (p. 33) illustrates the Highway 1 east projects (grading between Whitewood and Broadview, grading from Broadview to 5.9 km west, and grading from 6.55 km west to 12.18 km west of Wapella). The general locations are referred to in Figure 1 (p. 3).

Project Status

The project was completed in late October, 2004 by Wappel Construction. Saskatchewan provided monitoring and construction supervision for the project.

Affidavits were submitted for this project on April 5th, 2006 and are included in Appendix E. Federal-provincial agreements and contract authorizations for the Highway 1 grading and paving project are itemized in Table 18 (p. 33).

Figure 24 – Highway 1 East SHIP Projects

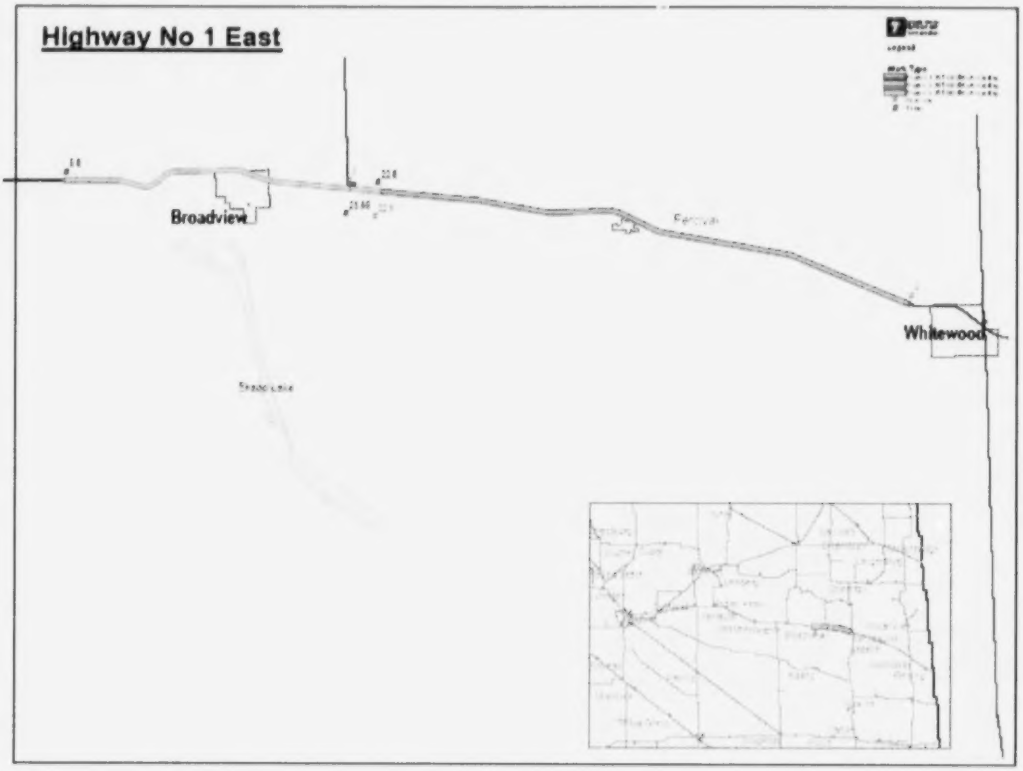


Table 18 – Contract Authorizations Highway 1: Grading from West of Whitewood to Broadview

Contract Authorization	Start Date	Completion Date	Budget	Material Supplied/Work Completed by Saskatchewan
C04014 Wappel Construction	April 27, 2004	March 31, 2006	$3,492,662	Construction of subgrade structure
Hwy1EGradeWWoodMat Wappel Construction	April 27, 2004	March 31, 2006	$320,675	Supply of materials
Hwy1EGradeWWoodSund Wappel Construction	April 27, 2004	March 31, 2006	$228,881	Supply of Sundry Items

Environmental Issues

The main concern on this section of highway was the possible disruption of wetlands. A gentle, rolling topography resulted in the development of seasonal wetlands in the area. It was agreed that a target of at least 1:1 compensation activities to land impacted would be required for the project. The project was addressed under the TETP Environmental Assessment and Annual Environmental Protection Plan. Locations have been provided where preferred compensation activities may take place. Care was taken to ensure that clearing activities were completed outside of the bird breeding season (April to July). Other

minor concerns were borrow and aggregate pits and topsoil salvage. Mitigative measures were agreed upon and Federal environmental approval for the project was granted on April 27, 2004.

Low Water Table Area - Highway 1 East

Financial Summary

A financial summary for the Highway 1 East grading project between Whitewood and Broadview is outlined in Table 19 below. Figures 25 and 26 (p. 35) show the project 5.1 costs relative to the remaining SHIP costs. All expenditures are based on Schedule B Revision 13 dated March 29, 2007.

Table 19 – Highway 1 Grading from West of Whitewood to Broadview – Schedule B Summary

Project Cost	Shareable Project Cost	Agreement Contributions		Previous Claims	2006/07 Claims	Remaining to Claim
		Federal	Provincial			
$5,098,216	$4,042,218	$2,021,109	$2,021,109	$4,042,218	$0	$0

Figure 25 – Whitewood to Broadview Cost Breakdown

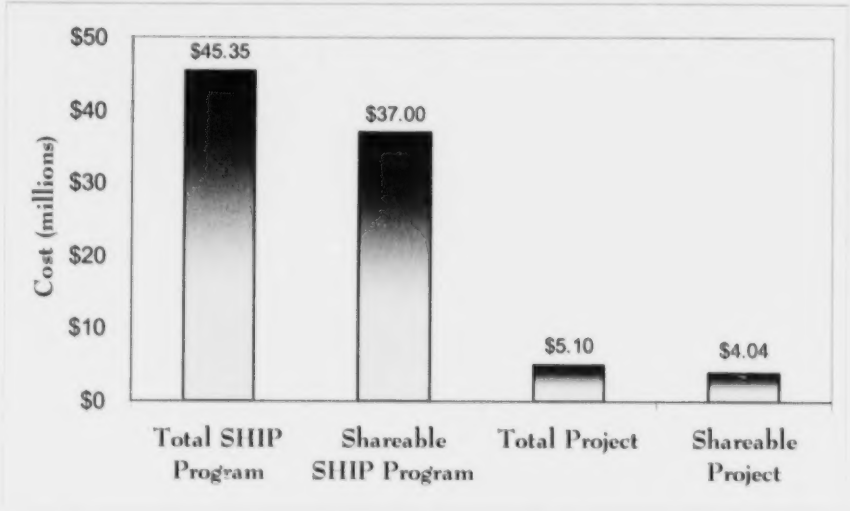
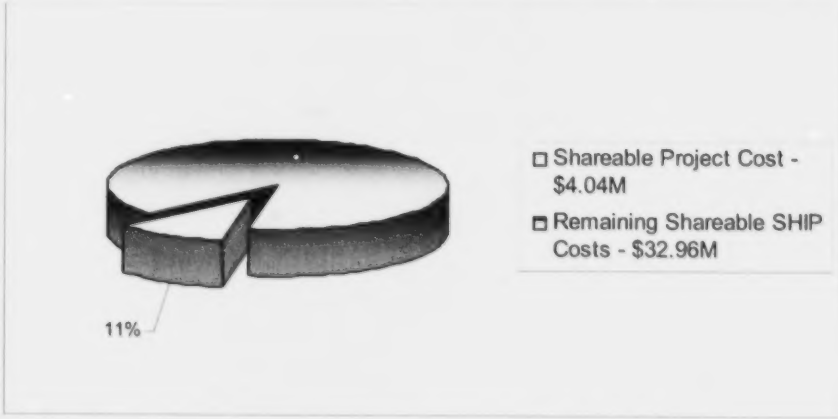


Figure 26 – Whitewood to Broadview Project Cost as a Percentage of Total SHIP Costs



Project 5.2 – Highway 1: Grading from East of Broadview to 5.9 km West

The project consists of grading on Highway 1 for a total of 6.95 km. The section of highway being graded includes Control Section 1-03 from kilometre 22.8 to 23.85 and Control Section 1-04 from kilometre 0.0 to 5.9. The project is also part of Saskatchewan's commitment to twin Highway 1 east from the Manitoba border to Indian Head.

Project Status

The grading project from 1.0 km east of Broadview to 5.9 km west was awarded to Johnston Brothers Ltd. Construction began in the spring of 2003 and was completed on June 28, 2005. The affidavit for this completed project was submitted on April 5th, 2006 and can be viewed in Appendix E. Saskatchewan provided the monitoring and construction supervision for this project. Federal – provincial agreements and contract authorizations are outlined in Table 20.

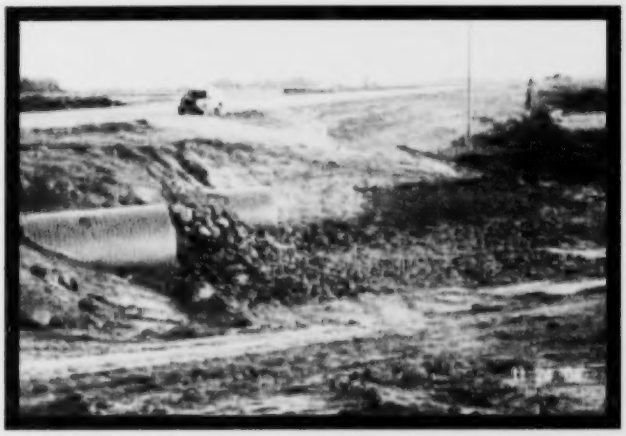
Excavation - Highway 1 near Broadview

Table 20 – Contract Authorizations Highway 1: Grading from East of Broadview to 5.9 km West

Contract Authorization	Start Date	Completion Date	Budget	Material Supplied/Work Completed by Saskatchewan
C04012 Johnston Brothers Ltd.	April 27, 2004	March 31, 2006	$ 3,244,245	Construction of subgrade structure
Hwy1EBroadviewMat Johnston Brothers Ltd.	April 27, 2004	March 31, 2006	$ 419,751	Supply of materials
Hwy1EBroadviewSund Johnston Brothers Ltd.	April 27, 2004	March 31, 2006	$ 554,501	Supply of Sundry Items

Environmental Issues

The project had many of the same environmental issues as project 5.1, including wetland sensitivity and clearing activities. One other concern was the crossing of Ekapo Creek (a tributary of the Qu'Appelle River) at km 5.4, west of Broadview. The creek has potential for large bodied fish and compensation for disrupting the creek included adding two culverts to improve fish passage. The Department agreed to construct a crossing at Red Fox Creek in 2005-06 as part of the compensation package.



Two 3000 mm Culverts Installed at Ekapo Creek

Financial Summary

A financial summary for the Highway 1 East Grading project between Whitewood and Broadview is outlined in Table 21 below. Figures 27 and 28 (pages 37 and 38) show the project 5.1 costs relative to the remaining SHIP costs. All expenditures are based on Schedule B Revision 13 dated March 29, 2007.

Table 21 – Highway 1 Grading from East of Broadview to 5.9 km West – Schedule B Summary

Project Cost	Shareable Project Cost	Agreement Contributions		Previous Claims	2006/07 Claims	Remaining to Claim
		Federal	Provincial			
$5,292,309	$4,218,497	$2,109,249	$2,109,249	$4,218,497	$0	$0

Figure 27 – Broadview to 5.9 km West Cost Breakdown

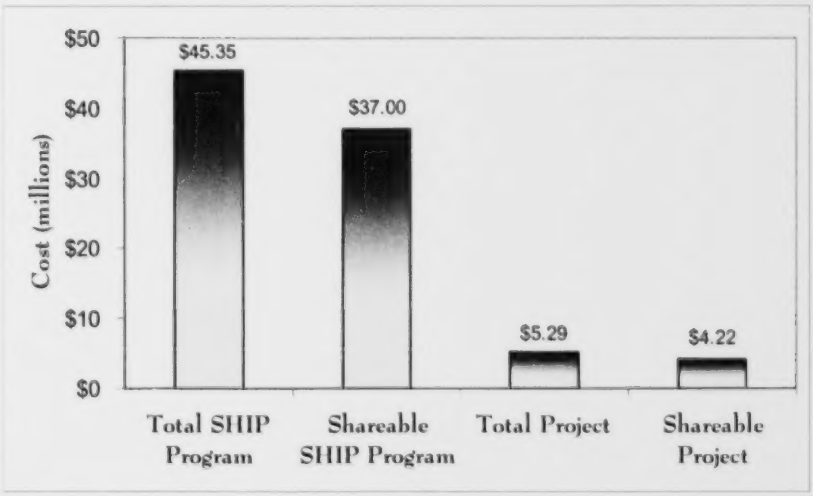
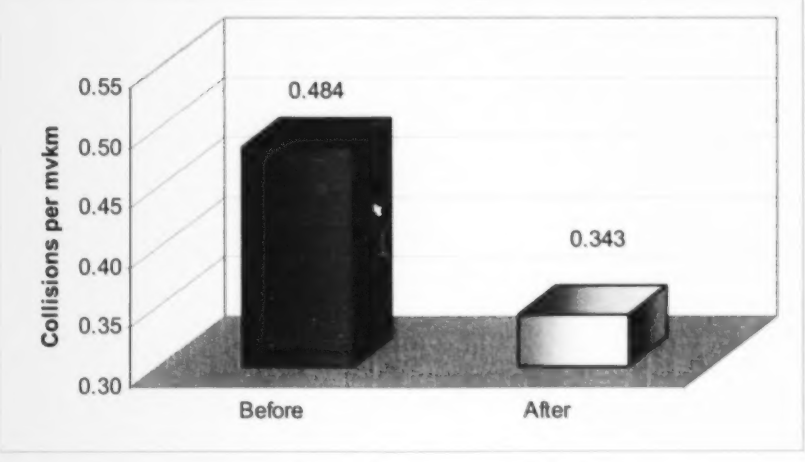


Figure 28 – Broadview to 5.9 km West Project Cost as a Percentage of Total SHIP Costs

Expected Results

The roads included in project components 5.1 and 5.2 experienced an increase of 23 percent in traffic volume from 1992 to 2002, including a 107 percent increase in truck traffic. These volume increases reflect the growing need to twin this stretch of Highway 1. There are many advantages to twinning this section of highway, including a significant reduction in traffic conflicts and increased efficiency. Currently, the section from 5.9 km west of Broadview to Whitewood has a collision rate of 0.484 collisions per million vehicle kilometres (mvkm). The rate is 41.1 percent higher than the provincial 15 year average of 0.343 mvkm. It is anticipated that the collision rate for this section will drop to at least the provincial average after the twinning initiative (illustrated in Figure 29). Also, MicroBENCOST analysis indicates both fuel consumption and carbon monoxide production will decrease by 3.786,000 L and 27,000 kg respectively over a 20 year period.

Figure 29 – Highway 1 East Collision Rates: Broadview to Whitewood



Project 5.3 – Highway 1: Grading from 6.55 km to 12.18 km West of Wapella

This project consists of grading on Highway 1 for a total of 5.63 km. The section of highway being graded is on Control Section 1-02 from kilometre 30.92 to kilometre 36.55. This project is also part of Saskatchewan's commitment to twin Highway 1 east from the Manitoba border to Indian Head by 2007-08. Contract Authorizations are outlined in Table 22 below.

Project Status

The grading project from 6.55 km to 12.18 km west of Wapella was awarded to C. Duncan Construction Limited. Construction began in the spring of 2005 and was completed later that fall. Saskatchewan provided the monitoring and construction supervision for this project. The affidavit for this completed project was submitted on December 13th, 2006 and can be viewed in Appendix E.

Table 22 – Contract Authorizations: Grading West of Wapella

Contract Authorization	Start Date	Completion Date	Budget	Material Supplied/Work Completed by Saskatchewan
C05028 C. Duncan Const. Ltd.	May 24, 2005	March 31, 2006	$419,137	Construction of subgrade structure
Hwy1EWapellaMat C. Duncan Const. Ltd.	May 24, 2005	March 31, 2006	$35,038	Supply of materials
Hwy1EWapellaSund C. Duncan Const. Ltd.	May 24, 2005	March 31, 2006	$22,527	Supply of sundry items

Environmental Issues

All required approvals have been acquired throughout the development of the Trans Canada East Twinning Project. Detailed descriptions of approval regimes and environmental issues are available in the annual Environmental Protection Plans that have been prepared by Golder Associates Ltd. and submitted by the department.

All borrow pits and aggregate pits used for the twinning project were located on environmentally non-sensitive land, if possible.[20] On pits where heritage sensitivity was suspected, locations were forwarded to the Culture and Heritage Branch to determine if a Heritage Resource Impact Assessment was required. Mitigative measures were employed on pits located near environmentally sensitive areas.

Financial Summary

A financial summary for the Highway 1 east grading project west of Wapella is outlined in Table 23 (p. 40). Figures 30 and 31 (p. 40) illustrate the final costs for this project. All remaining funds from completed projects were allocated to this project to facilitate expending all available funding in the SHIP program. All expenditures are based on Schedule B Revision 13 dated March 29, 2007.

[20] *Environmental Protection Plan for the TransCanada East Twinning Project* (2003 & 2004), pp. 9-10 and *Environmental Protection Plan for the TransCanada East Twinning Project* (2004 & 2005), pp. 7-8, Golder Associates Ltd.

Table 23 – Highway 1 East Grading West of Wapella – Schedule B Summary

Project Cost	Shareable Project Cost	Agreement Contributions		Previous Claims	2006/07 Claims	Remaining to Claim
		Federal	Provincial			
$1,542,000	$476,703	$238,352	$238,352	$164,350	$293,898	$18,455

Figure 30 – Highway 1 East Grading Project Cost Breakdown

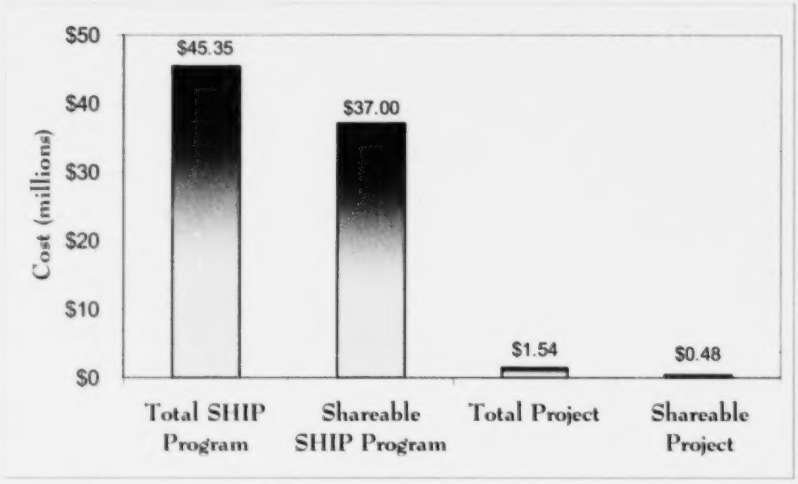
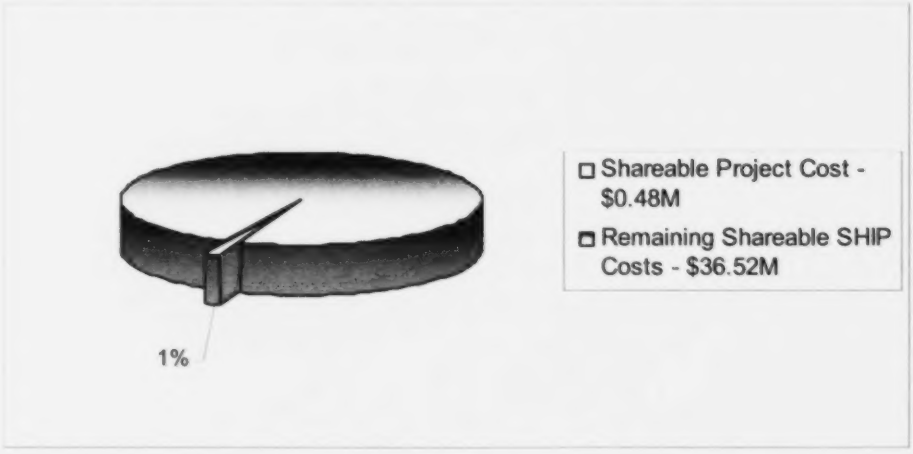


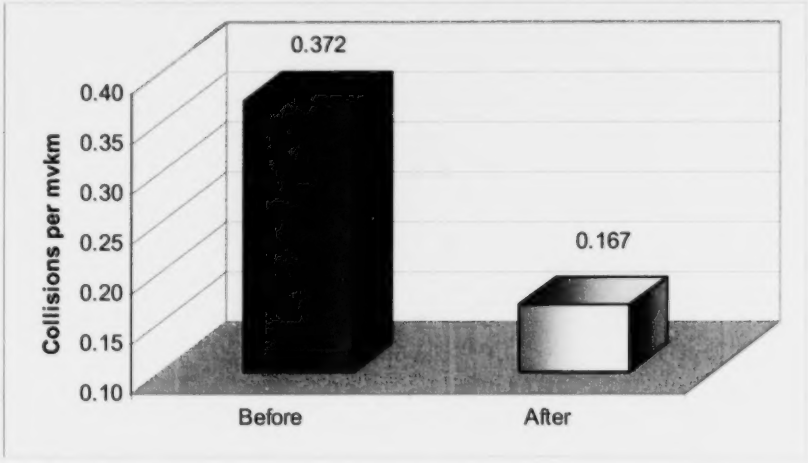
Figure 31 – Highway 1 East Grading Project Cost as a Percentage of Total SHIP Costs



Expected Results

The Highway 1 East Twinning Project will have a positive effect on the safety performance of Highway 1. Financial, safety and emissions analyses were completed on the section of Highway 1 from the Manitoba border to Whitewood. The collision rates before twinning and the projected collision rates after twinning are illustrated in Figure 32 below.[21]

Figure 32 – Highway 1 East Collision Rates: Manitoba Border to Whitewood



A MicroBENCOST analysis for Highway 1 from the Manitoba border to Whitewood indicates that fuel consumption will be reduced by 19.2 million litres and carbon monoxide emissions will be reduced by 161,000 kg over the 20 year analysis period. These reductions will contribute to the environmental sustainability of Saskatchewan's transportation system.

6. Communication Activities

Clause E.1.1 of the Canada-Saskatchewan SHIP Agreement provides that the parties agree to undertake joint communications activities and products that enhance opportunities for open, transparent, effective and pro-active communications with citizens through appropriate, continuous and consistent public information activities. Table 24 (p. 42) contains a summary of events and news releases. There were no news releases concerning SHIP projects in the 2006/07 fiscal year.

[21] Saskatchewan Highways' collision analysis of Highway 16 between North Battleford and Saskatoon identified a 55 percent decrease in the five-year collision rate after twinning.

Table 24 – Communications Activities

Date	Event	Party	Location
January 24, 2002	Signing Ceremony	Canada and Saskatchewan	Regina Saskatchewan
May 30,2002	News release for start of construction at Lashburn	Canada and Saskatchewan	Regina Saskatchewan
June 25, 2002	News release for the start of construction at Battlefords	Canada and Saskatchewan	Regina Saskatchewan
November 1, 2002	Opening of the Lashburn and Battlefords projects	Canada and Saskatchewan	Lashburn Saskatchewan
March 5, 2003	Announcement of CSIF and remaining SHIP funding to twin Hwy 1 East and Hwy 16	Canada and Saskatchewan	Regina Saskatchewan
October 27, 2003	Opening of roadway on Hwy 1 West	Canada and Saskatchewan	Regina Saskatchewan
November 10, 2004	News release for completion of grading between Whitewood and Broadview on Hwy 1 East	Saskatchewan	Regina Saskatchewan
June 6, 2005	News release announcement for the Governments investment in Intelligent Transportation Systems	Canada and Saskatchewan	Regina Saskatchewan
July 29, 2005	News release for continued twinning work on Highway 1 east	Canada and Saskatchewan	Regina Saskatchewan

7. Summary of Expenditures

Table 25 (p. 43) contains a summary of expenditures for the Canada – Saskatchewan SHIP program up to the end of fiscal 2006, with projected future expenditures noted, as in Schedule B Revision 13 dated March 29, 2007.

8. Annual Audit

The Canada-Saskatchewan SHIP program was audited for the year ending March 31, 2007 by the Saskatchewan Provincial Auditor. The audit was a requirement of Clause 9.5 of the Canada-Saskatchewan SHIP Agreement. The audit report is attached in Appendix C.

Table 25 – Canada-Saskatchewan Strategic Highway Infrastructure Program – Detailed Expenditures for 2006/07

Project Number	Project/Claim Description	Contract Authorization	Contract Amount	2002-03 Expenditures Claimed To Date	2003-04 Expenditures Claimed To Date	2004-05 Expenditures Claimed To Date	2005-06 Expenditures Claimed To Date	2006-07 Expenditures Claimed To Date	Total Claimed To Date	Federal Share	Contract Balance
992531	1.1 Highway 16 Twinnng through Lashburn										
	Construction of a subgrade and surfacing structure	CM02031	$ 3,136,372	$ 2,987,791	$ 35,722	$ 112,504	$ 355	$ -	$ 3,136,372	1,568,186	$ -
	Supply of materials	HWY16Lshbm	$ 582,618	$ 570,291	$ 337	$ 8,722	$ 3,269	$ -	$ 582,619	291,309	$ -
	Supply of sundry items	HWY16LshSund	$ 458,474	$ 380,064	$ 55,508	$ 22,902	$ -	$ -	$ 458,474	229,237	$ -
	Environmental Assessment	HWY16LshEA	$ 51,811	$ -	$ 42,958	$ 4,021	$ 4,832	$ -	$ 51,811	25,906	$ -
			$ 4,229,275	$ 3,938,146	$ 134,525	$ 148,149	$ 8,456	$ -	$ 4,229,276	$ 2,114,638	$ -

Project Number	Project/Claim Description	Contract Authorization	Contract Amount	2002-03 Expenditures Claimed To Date	2003-04 Expenditures Claimed To Date	2004-05 Expenditures Claimed To Date	2005-06 Expenditures Claimed To Date	2006-07 Expenditures Claimed To Date	Total Claimed To Date	Federal Share	Contract Balance
011531	1.2 Highway 16 Approach Roads to the Battlefords Bridge										
031512	*Construction of a subgrade and surfacing structure*	C02026	$ 3,605,644	$ 3,576,765	$ -	$ 26,066	$ 2,813	$ -	$ 3,605,644	1,802,822	$ -
	Construction of a subgrade and surfacing structure	C03050	$ 735,962	$ -	$ 578,333	$ 135,991	$ 21,638	$ -	$ 735,962	367,981	$ -
	Supply of materials	NBMateral	$ 968,452	$ 778,818	$ 131,625	$ 50,758	$ 7,251	$ -	$ 968,452	484,226	$ -
	Supply of sundry items	Hwy16NBSundries	$ 852,399	$ 522,607	$ 54,240	$ 99,542	$ 176,011	$ -	$ 852,399	426,200	$ -
			$ 6,162,457	$ 4,878,190	$ 764,198	$ 312,357	$ 207,713	$ -	$ 6,162,457	$ 3,081,228	$ -

Project Number	Project/Claim Description	Contract Authorization	Contract Amount	2002-03 Expenditures Claimed To Date	2003-04 Expenditures Claimed To Date	2004-05 Expenditures Claimed To Date	2005-06 Expenditures Claimed To Date	2006-07 Expenditures Claimed To Date	Total Claimed To Date	Federal Share	Contract Balance
445006	2.2 Trans-Canada Hwy 1 - Corridor Study Between Regina City Limits and Balgonie	N/A	$ 44,180	$ -	$ -	$ 15,463	$ 28,717		$ 44,180	22,090	$ -
			$ 44,180	$ -	$ -	$ 15,463	$ 28,717	$ -	$ 44,180	$ 22,090	$ -

Project Number	Project/Claim Description	Contract Authorization	Contract Amount	2002-03 Expenditures Claimed To Date	2003-04 Expenditures Claimed To Date	2004-05 Expenditures Claimed To Date	2005-06 Expenditures Claimed To Date	2006-07 Expenditures Claimed To Date	Total Claimed To Date	Federal Share	Contract Balance
345010	2.3 Intersection Study at Highway No. 14 and No. 7	N/A	$ 14,900	$ -	$ -	$ 14,900	$ -		$ 14,900	7,450	$ -
			$ 14,900	$ -	$ -	$ 14,900	$ -	$ -	$ 14,900	$ 7,450	$ -

Project Number	Project/Claim Description	Contract Authorization	Contract Amount	2002-03 Expenditures Claimed To Date	2003-04 Expenditures Claimed To Date	2004-05 Expenditures Claimed To Date	2005-06 Expenditures Claimed To Date	2006-07 Expenditures Claimed To Date	Total Claimed To Date	Federal Share	Contract Balance
345012	2.4 Yellowhead Hwy 16 - Funcitonal Study from East of Saskatoon to East of Clavet	N/A	$ 54,532	$ -	$ -	$ 54,532	$ -		$ 54,532	27,266	$ -
			$ 54,532	$ -	$ -	$ 54,532	$ -	$ -	$ 54,532	$ 27,266	$ -

Project Number	Project/Claim Description	Contract Authorization	Contract Amount	2002-03 Expenditures Claimed To Date	2003-04 Expenditures Claimed To Date	2004-05 Expenditures Claimed To Date	2005-06 Expenditures Claimed To Date	2006-07 Expenditures Claimed To Date	Total Claimed To Date	Federal Share	Contract Balance
645031	2.5 SHIP Retro Evaluation Report	N/A	$ 31,545	$ -	$ -	$ -	$ -	$ -	$ -	-	$ 31,545
			$ 31,545	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 31,545

Project Number	Project/Claim Description	Contract Authorization	Contract Amount	2002-03 Expenditures Claimed To Date	2003-04 Expenditures Claimed To Date	2004-05 Expenditures Claimed To Date	2005-06 Expenditures Claimed To Date	2006-07 Expenditures Claimed To Date	Total Claimed To Date	Federal Share	Contract Balance
021216	4.1 (23/38) Highway 1 West Paving 23 km between Tompkins and Piapot										
021222	*Contract items (21216 (23/38))*	C02130	$ 1,715,455	$ 1,510,031	$ 72,803	$ 75,838	$ 56,783	$ -	$ 1,715,455	857,728	$ -
021232	*Produce and stockpile fine aggregate(21232) '03 Project*	Haul Tompkins	$ 249,012	$ 172,008	$ -	$ 77,004	$ -	$ -	$ 249,012	124,506	$ -

Produce and stockpile fine aggregate(21222) '03 Project	Haul W Sidewood	$ 277,843	$ 259,733	$ -	$ -	$ 18,110	$ -	$ 277,843	138,922	$ -
Supply of materials	Hwy1WPaveMat	$ 1,418,651	$ 123,250	$ 1,258,277	$ 9,419	$ 27,705	$ -	$ 1,418,651	709,326	$ -
Supply of sundry items	Hwy1WPaveSund	$ 124,575	$ 57,434	$ 59,817	$ 3,728	$ 3,596	$ -	$ 124,575	62,288	$ -
Construction of a surfacing structure (021222)	C03019	$ 3,099,928	$ -	$ 2,430,745	$ 278,843	$ 390,340	$ -	$ 3,099,928	1,549,964	$ -
Construction of a surfacing structure(021232)	C03018	$ 1,865,580	$ -	$ 1,612,080	$ 33,769	$ 219,731	$ -	$ 1,865,580	932,790	$ -
		$ 8,751,044	$ 2,122,456	$ 5,433,722	$ 478,601	$ 716,265	$ -	$ 8,751,044	$ 4,375,522	$ -

Project Number	Project/Claim Description	Contract Authorization	Contract Amount	2002-03 Expenditures Claimed To Date	2003-04 Expenditures Claimed To Date	2004-05 Expenditures Claimed To Date	2005-06 Expenditures Claimed To Date	2006-07 Expenditures Claimed To Date	Total Claimed To Date	Federal Share	Contract Balance
021216	4.2 Highway 1 West Grading and Paving 15 km between Piapot and Junction 21										
021242	*Produce and stockpile coarse aggregate (21216 (15/38))*	C02130Sup	$ 1,032,615	$ 984,803	$ 47,480	$ 332	$ -	$ -	$ 1,032,615	516,308	$ -
	Contract items (21242) 2002 Project	Haul W Piapot	$ 385,445	$ 385,445	$ -	$ -	$ -	$ -	$ 385,445	192,723	$ -
	Disturb Right-of-Way to prevent nesting	Hwy1WGradePave Disturb	$ 4,800	$ -	$ 4,800	$ -	$ -	$ -	$ 4,800	2,400	$ -
	Supply of materials	Hwy1WGradePaveMat	$ 1,085,946	$ 183,502	$ 873,556	$ 10,831	$ 18,057	$ -	$ 1,085,946	542,973	$ -
	Supply of sundry items	Hwy1WGradePaveSund	$ 123,272	$ 37,457	$ 56,126	$ 25,295	$ 4,394	$ -	$ 123,272	61,636	$ -
	Contract items (21242) 2002 Project	C03010	$ 6,337,570	$ -	$ 5,285,709	$ 257,276	$ 794,585	$ -	$ 6,337,570	3,168,785	$ -
	Environmental Assessment	Hwy1WGradePaveEA	$ 5,000	$ -	$ 5,000	$ -	$ -	$ -	$ 5,000	2,500	$ -
			$ 8,974,648	$ 1,591,207	$ 6,272,671	$ 293,734	$ 817,036	$ -	$ 8,974,648	$ 4,487,324	$ -

Project Number	SHIP Project	Contract Authorization	Revised Contract Amount	2002-03 Expenditures Claimed To Date	2003-04 Expenditures Claimed To Date	2004-05 Expenditures Claimed To Date	2005-06 Expenditures Claimed To Date	2006-07 Expenditures Claimed To Date	Total Claimed To Date	Federal Share	Contract Balance
0319221	5.1 Grading 20 km from 3 km West of Whitewood to Broadview										
	Contract Items	C04014	3,492,662	$ -	$ -	$ 2,173,543	$ 1,319,119	$ -	$ 3,492,662	1,746,331	$ -
	Hwy1EGradeWWoodMat		320,675	$ -	$ -	$ 87,013	$ 233,662	$ -	$ 320,675	160,337	$ -
	Hwy1EGradeWWoodSund		228,881	$ -	$ -	$ 92,641	$ 136,240	$ -	$ 228,881	114,441	$ -
			4,042,218	$ -	$ -	$ 2,353,197	$ 1,689,021	$ -	$ 4,042,218	$ 2,021,109	$ -

Project Number	SHIP Project	Contract Authorization	Revised Contract Amount	2002-03 Expenditures Claimed To Date	2003-04 Expenditures Claimed To Date	2004-05 Expenditures Claimed To Date	2005-06 Expenditures Claimed To Date	2006-07 Expenditures Claimed To Date	Total Claimed To Date	Federal Share	Contract Balance
0319211	5.2 Grading - 6.95 km from 1 km east of Broadview to 5.9 km west										
	Contract Items	C04012	3,244,245	$ -		$ 2,287,729	$ 956,516	$ -	$ 3,244,245	1,622,123	$ -
	Hwy1EBroadviewMat		419,751	$ -		$ 202,321	$ 217,430	$ -	$ 419,751	209,876	$ -
	Hwy1EBroadviewSund		554,501	$ -		$ 132,069	$ 422,432	$ -	$ 554,501	277,251	$ -
			4,218,497	$ -		$ 2,622,119	$ 1,596,378	$ -	$ 4,218,497	$ 2,109,249	$ -

Project Number	SHIP Project	Contract Authorization	Revised Contract Amount	2002-03 Expenditures Claimed To Date	2003-04 Expenditures Claimed To Date	2004-05 Expenditures Claimed To Date	2005-06 Expenditures Claimed To Date	2006-07 Expenditures Claimed To Date	Total Claimed To Date	Federal Share	Contract Balance
0519111	5.3 Highway 1 East Grading 6.55 km to 12.18 km W. of Wapella										
		C05028	419,138	$ -		$ -	$ 140,257	$ 260,426	$ 400,683	200,342	$ 18,455
	Materials	Hwy1EWapellaMat	35,038	$ -		$ -	$ 11,292	$ 23,746	$ 35,038	17,519	$ -
	Sundries	Hwy1EWapellaSund	22,528	$ -		$ -	$ 12,801	$ 9,726	$ 22,527	11,264	$ 1
			476,704	$ -	$ -	$ -	$ 164,350	$ 293,898	$ 458,248	$ 229,125	$ 18,456

PROGRAM TOTAL		$ 37,000,000	$ 12,529,999	$ 12,605,116	$ 6,293,052	$ 5,227,935	$ 293,898	$ 36,949,999	$ 18,475,000	$ 50,001
			$ 6,265,000	$ 6,302,558	$ 3,146,526	$ 2,613,967	$ 146,949	$ 18,474,999		

APPENDIX B

SCHEDULE B, REVISIONS 12 & 13

APPENDIX A

2006-07 MANAGEMENT COMMITTEE AGENDAS AND MEETING MINUTES

AGENDA
Canada-Saskatchewan
SHIP Management Committee Meeting No.7
April 28, 2006 @ 11:00 am (1:00 pm EST)
Regina, Saskatchewan

1.0 Opening Remarks

2.0 Administrative Details

2.1 Note Taker
2.2 Approval of Previous Meeting Minutes
2.3 Management Committee Members (any change in status?)

3.0 SHIP Program Management

3.1 Outstanding Documentation (affidavits, etc.)
3.2 Retrospective Evaluations
3.3 Review Approved Schedule B (Revision 11)
3.4 Financial Management and electronic payment option
3.5 HCoMS Issues, Concerns, Limitations
3.6 Outstanding Accruals
3.7 Annual (Final) Report / Environmental Issues
3.8 Audit Report / Audit Plan
3.9 Site Visits for 2006

4.0 Communications

4.1 Any Final Public Events
4.2 Signage

5.0 SHIP Project Updates

5.1 Current Status of Projects, anticipated completion
5.2 Environmental Assessments Issues, Status of Navigable Waters Protection Issues

6.0 Other Items

7.0 Next Meeting

Canada - Saskatchewan Strategic Highway Infrastructure Program (SHIP) Management Committee (MC) Meeting

Date: April 28, 2006

Location: Regina, Saskatchewan

Meeting No. 7

Note Taker:	Leanna Belluz - Transport Canada
Attendees:	David Stearns - Provincial Co-Chair - Saskatchewan Highways and Transportation Jim Lothrop - Federal Co-Chair - Transport Canada Leanna Belluz - Transport Canada John Czernick - Saskatchewan Highways and Transportation Allan Carpentier - Saskatchewan Highways and Transportation Miranda Carlberg - Saskatchewan Highways and Transportation Susan McElravey - Student with Saskatchewan Highways and Transportation Sarah Plosker - Student with Saskatchewan Highways and Transportation

Record of Discussions

1.0 Opening Remarks

Summary:	All were welcomed to the seventh Agreement Management Committee (AMC) meeting for the Canada - Saskatchewan SHIP Agreement		
Action Items:	N/A	**Person Responsible**	**Deadline**

2.0 Administrative Details

2.1 Note Taker

Summary:	Leanna Belluz agreed to take the minutes for the meeting.		
Action Items:	Circulate Minutes	**Person Responsible**	**Deadline**
		Leanna Belluz	ASAP

2.2 Approval of Previous Meeting Minutes

Summary:	The minutes of the sixth AMC meeting of September 28, 2005 were accepted.		
Action Items:	N/A	**Person Responsible**	**Deadline**

2.3 Management Committee Members

Summary:	Allan Carpentier will be an alternate member from Saskatchewan Highways and Transportation (SHT). Jim Lothrop has taken over the Federal Co-Chair position from Bryce Conrad. SHT mentioned that their new director is Tim Kealey.		
Action Items:	N/A	**Person Responsible**	**Deadline**

3.0	SHIP Program Management		
3.1	**Outstanding Documentation (affidavits, etc.)**		
Summary:	SHT had a problem with one of their professional engineers not having a seal. Engineers are not in the habit of using seals in Saskatchewan. SHT will be getting a seal for the engineer and will resolve the issue within the next two weeks.		
Action Items:	SHT to obtain seal for engineer and send in affidavit for project 1.2	**Person Responsible**	**Deadline**
		Dave Stearns/John Czernick	Within 2 weeks
3.2	**Retrospective Evaluations**		
Summary:	Jim Lothrop noted that a retrospective evaluation is required for the end of the SHIP program. Leanna Belluz and Dave Stearns agreed to work together to develop a TOR for the retrospective evaluation. SHT agreed to get a consultant in place and have a draft retrospective evaluation completed by the next AMC meeting in the Fall.		
Action Items:	Leanna Belluz and Dave Stearns to work on TOR. SHT to have draft evaluation done by the Fall	**Person Responsible**	**Deadline**
		Dave Stearns/Leanna Belluz	Fall 2006
3.3	**Review Approved Schedule B (Revision 11)**		
Summary:	The AMC agreed that all remaining funds that have not been used for other projects would be allocated to Project 5.3		
Action Items:	SHT to submit new Schedule B Revision showing allocated funds to Project 5.3	**Person Responsible**	**Deadline**
		John Czernick	ASAP
3.4	**Financial Management and Electronic Payment Option**		
Summary:	Claims submitted at the end of fiscal year 2005/2006 cannot be processed until TC receives the affidavit for Project 1.2 and when the Schedule B has been revised to reflect the additional funds allocated to Project 5.3. SHT noted that they are open to the idea of electronic payment.		
Action Items:	Leanna Belluz to submit to SHT a list of items required to set up electronic payment	**Person Responsible**	**Deadline**
		Leanna Belluz	ASAP
3.5	**HCoMS Issues, Concerns, Limitations**		
Summary:	No major issues were identified by the AMC. Leanna Belluz handed out HCoMS Reference Cards to SHT		
Action Items:	N/A	**Person Responsible**	**Deadline**
3.6	**Outstanding Accruals**		
Summary:	This item was covered in 3.4		
Action Items:		**Person Responsible**	**Deadline**
3.7	**Annual Report**		
Summary:	John Czernick noted that the draft annual report is complete.		
Action Items:	SHT to send an electronic version of the draft Annual Report to TC (draft will not include the audit report).	**Person Responsible**	**Deadline**
		John Czernick	June 1, 2006
3.8	**Audit Report/Audit Plan**		
Summary:	Jim Lothrop approved the Audit Plan that was previously submitted by SHT.		
Action Items:	N/A	**Person Responsible**	**Deadline**
3.9	**Site Visits for 2006**		
Summary:	Leanna Belluz just completed a site visit of Highway 1 East during this visit to Regina.		
Action Items:	N/A	**Person Responsible**	**Deadline**

4.0	**Communications**		
4.1	**Any Final Public Events**		
Summary:	The last potential event would be a press release of the successful completion of the SHIP program.		
Action Items:	Leanna Belluz will contact Linda Licari (TC Communications Advisor) to notify her of this event and to coordinate with SHT.	**Person Responsible**	**Deadline**
		Leanna Belluz	ASAP
4.2	**Signage**		
Summary:	The AMC agreed that all signs can come down except for the location of the work for Project 5.3		
Action Items:	N/A	**Person Responsible**	**Deadline**
5.0	**SHIP Project Updates**		
5.1	**Current Status of the Projects, Anticipated Completion**		
Summary:	SHT noted that the only work left to be completed is the work near the town of Wapella.		
Action Items:	N/A	**Person Responsible**	**Deadline**
5.2	**Environment Assessment Issues, Status of Navigable Water Protection Issues**		
Summary:	SHT noted that there are no outstanding environmental issues.		
Action Items:	N/A	**Person Responsible**	**Deadline**
6.0	**Other Items**		
6.1	**Closing Remarks**		
Summary:	Jim Lothrop expressed his appreciation of a successful partnership between TC and SHT and looks forward to wrapping up the program in the fall.		
Action Items:	N/A	**Person Responsible**	**Deadline**
7.0	**Next Meeting**		
Summary:	The next AMC meeting will take place in Ottawa during the second week of October.		

AGENDA
Canada-Saskatchewan
SHIP Management Committee Meeting No. 8
November 27, 2006 @ 2:00 pm EST (1:00 pm CST)
Teleconference

1.0 Opening Remarks

2.0 Administrative Details

2.1 Note Taker
2.2 Approval of previous meeting minutes
2.3 Management Committee member changes

3.0 SHIP Project Updates
3.1 Review approved Schedule B (Revision 12)
3.2 Current status of projects, anticipated completion of entire program

4.0 SHIP Program Management
4.1 Outstanding documentation – Affidavit for Project 5.3 when the work is done
4.2 Retrospective Evaluations - RFP

5.0 Communications
5.1 Next Public Event – Completion of Entire SHIP Program?
5.2 Signage

6.0 Next Meeting

Canada - Saskatchewan Strategic Highway Infrastructure Program (SHIP) Management Committee (MC) Meeting	Date: November 27, 2006 Location: Teleconference

Meeting No. 8

Note Taker:	Jennifer Hval
Attendees:	David Stearns - Provincial Co-Chair - Saskatchewan Highways and Transportation James Clarkin - Federal Co-Chair - Transport Canada (by teleconference) Leanna Belluz - Transport Canada (by teleconference) John Czernick - Saskatchewan Highways and Transportation Allan Carpentier - Saskatchewan Highways and Transportation Wayne Gienow - Saskatchewan Highways and Transportation Harold Con - Infrastructure Canada (by teleconference)

Record of Discussions

1.0 Opening Remarks

Summary:	Welcomed to the eighth Agreement Management Committee (AMC) meeting for the Canada-Saskatchewan SHIP Agreement		
Action Items:	N/A	**Person Responsible**	**Deadline**

2.0 Administrative Details

2.1 Note Taker

Summary:	Jennifer Hval agreed to take the minutes for the meeting.		
Action Items:	Circulate minutes.	**Person Responsible**	**Deadline**

2.2 Approval of Previous Meeting Minutes

Summary:	The minutes from the seventh AMC meeting were accepted.		
Action Items:	N/A	**Person Responsible**	**Deadline**

2.3 Management Committee Members

Summary:	James Clarkin (Transport Canada) will be taking Jim Lothrop's place as Federal Co-Chair. Harold Con (Infrastructure Canada) will be replacing Maxine Bilodeau. Wayne Gienow (Saskatchewan Highways and Transportation) will be replacing Miranda Carlberg. No formal letter will be required.		
Action Items:	N/A	**Person Responsible**	**Deadline**

3.0	SHIP Project Updates		
3.1	**Review Schedule B - Revision 12**		
Summary:	Will submit final SHIP claim for $293,898 shortly. Will also submit Affidavit for project component 5.3.		
Action Items:	John will submit SHIP claim and Affidavit for project 5.3	**Person Responsible**	**Deadline**
		John Czernick	ASAP
3.2	**Projects Update**		
Summary:	Projects are complete		
Action Items:	N/A	**Person Responsible**	**Deadline**

4.0	SHIP Program Management		
4.1	**Outstanding Documentation - Affidavit for Project 5.3**		
Summary:	John will submit an Affidavit for project 5.3.		
Action Items:	John will submit an Affidavit for project 5.3.	**Person Responsible**	**Deadline**
		John Czernick	ASAP
4.2	**Retrospective Evaluations - RFP**		
Summary:	Evaluations are discussed in the Annual Report		
Action Items:	Final annual report for SHIP to be completed as usual and to include previous years data. Terms of Reference for retro evaluation to be completed by spring of 2007.	**Person Responsible**	**Deadline**
		Leanna Belluz James Clarkin	

5.0	Communications		
5.1	**Next Public Event - Completion of the SHIP Program**		
Summary:	Need to follow up with Doug Wakabayashi about the press release for the SHIP program.		
Action Items:	Doug Wakabayashi is to contact Transport Canada's Communications department.	**Person Responsible**	**Deadline**
		Allan Carpentier	ASAP
5.2	**Signage**		
Summary:	N/A		
Action Items:	N/A	**Person Responsible**	**Deadline**

6.0	Next Meeting		
Summary:	Next meeting will be the final meeting to be scheduled in the spring of 2007.		
Action Items:		**Person Responsible**	**Deadline**

APPENDIX B

SCHEDULE B, REVISIONS 12 & 13

CANADA / SASKATCHEWAN STRATEGIC HIGHWAY INFRASTRUCTURE PROGRAM

2001/02 - 2006/07

Schedule 'B'

PROJECTS TO BE UNDERTAKEN THROUGH THIS AGREEMENT

Revision #12
2006/05/18

Project Number	Description of Projects	Estimated Project Cost	Shareable Project Cost	Agreement Contributions		Previous Claims	Breakdown Of Expenditures					Unallocated Funds
				Federal	Partner	01/02 - 05/06	2006/2007	2007/2008 (c1)	2008/2009 (c2)			
1.0	**Highway 16**	**$**	**$**	**$**	**$**	**$**	**$**	**$**	**$**	**$**	**$**	**$**
1.1	**Twinning through Lashburn** EA: 2002/04/19 The proposed project involves twinning approximately 3 km of limited access highway through Lashburn. This involves constructing approximately 2.8 kms of new east bound lanes for Highway 16; 1.6 kms for a south service road; 2.6 kms for a north service road; 0.7 kms to tie a local road into the west intersection; and new intersections on East and West side of Lashburn.	6,096,351	4,229,276	2,114,638	2,114,638	4,229,276	0	0	0	0	0	0
1.2	**Approach roads to the Battleford Bridge** EA: 2002/04/19 The proposed project involves twinning 3.2 kms of Highway 16. The project will start west of the Highway 16/Highway 4 junction and connect to the new bridge over the North Saskatchewan River in North Battleford. The project will also involve constructing the necessary north and south access roads to the new highway.	7,502,746	6,162,457	3,081,229	3,081,228	6,162,457 [44,472]	0	0	0	0	0	0
	Sub-Total	**13,599,097**	**10,391,733**	**5,195,867**	**5,195,866**	**10,391,733**	**0**	**0**	**0**	**0**	**0**	**0**

CANADA / SASKATCHEWAN STRATEGIC HIGHWAY INFRASTRUCTURE PROGRAM

2001/02 - 2006/07

Schedule 'B'

PROJECTS TO BE UNDERTAKEN THROUGH THIS AGREEMENT

Revision #12
2006/05/18

Project Number	Description of Projects	Estimated Project Cost	Shareable Project Cost	Agreement Contributions		Previous Claims	Breakdown Of Expenditures					Unallocated Funds
				Federal	Partner	01/02 - 05/06	2006/2007	2007/2008 (c1)	2008/2009 (c2)			
2.0	**Planning and Evaluation**	**$**	**$**	**$**	**$**	**$**	**$**	**$**	**$**	**$**	**$**	**$**
*** 2.1**	**Unallocated Funds** Not available	50,000	50,000	25,000	25,000	0	50,000	0	0	0	0	0
2.2	**[02-Feb-2004] Trans-Canada Highway 1- Corridor Study Between Regina City Limits and Balgonie** EA: 2003/11/17 Trans-Canada Highway 1- Corridor Study Between Regina City Limits and Balgonie	44,180	44,180	22,090	22,090	44,180	0	0	0	0	0	0
2.3	**[02-Feb-2004] Intersection Study at Highway No.14 and No.7** EA: 2003/05/09 Intersection Study at Highway No.14 and No.7	14,900	14,900	7,450	7,450	14,900	0	0	0	0	0	0
2.4	**[02-Feb-2004] Yellowhead Highway 16 - Functional Study from East of Saskatoon to East of Clavet** EA: 2003/05/09 Yellowhead Highway 16 - Functional Study from East of Saskatoon to East of Clavet	54,532	54,532	27,266	27,266	54,532	0	0	0	0	0	0
	Sub-Total	**163,612**	**163,612**	**81,806**	**81,806**	**113,612**	**50,000**	**0**	**0**	**0**	**0**	**0**

CANADA / SASKATCHEWAN STRATEGIC HIGHWAY INFRASTRUCTURE PROGRAM

2001/02 - 2006/07

Schedule 'B'

PROJECTS TO BE UNDERTAKEN THROUGH THIS AGREEMENT

Revision #12
2006/05/18

Project Number	Description of Projects	Estimated Project Cost	Shareable Project Cost	Agreement Contributions		Previous Claims	Breakdown Of Expenditures					Unallocated Funds
				Federal	Partner	01/02 - 05/06	2006/2007	2007/2008 (c1)	2008/2009 (c2)			
3.0	**Unallocated Funds**	$	$	$	$	$	$	$	$	$	$	$
*** 3.1**	**Unallocated Funds** Unallocated Funds	0	0	0	0	0	0	0	0	0	0	0
	Sub-Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4.0	**Highway 1 West**	$	$	$	$	$	$	$	$	$	$	$
4.1	**[30-Jan-2003] Paving 23 km between Tompkins and Piapot** EA: 2003/01/30 The proposed project involves paving 23 km of graded roadway on highway 1 in southwest Saskatchewan from Tompkins to Piapot. The new lanes are north of the existing lanes.	9,804,454	8,751,044	4,375,522	4,375,522	8,751,044	0	0	0	0	0	0
4.2	**[30-Jan-2003] Grading and Paving 15 km between Piapot and Junction 21** EA: 2003/04/04 The proposed project involves grading and paving 15 km of highway 1 in southwest Saskatchewan from Piapot and the junction of highway 21. The new lanes will be constructed south of the existing lanes.	9,868,127	8,974,648	4,487,324	4,487,324	8,974,648	0	0	0	0	0	0
	Sub-Total	**19,672,581**	**17,725,692**	**8,862,846**	**8,862,846**	**17,725,692**	**0**	**0**	**0**	**0**	**0**	**0**

CANADA / SASKATCHEWAN STRATEGIC HIGHWAY INFRASTRUCTURE PROGRAM

2001/02 - 2006/07

Schedule 'B'

PROJECTS TO BE UNDERTAKEN THROUGH THIS AGREEMENT

Revision #12
2006/05/18

Project Number	Description of Projects	Estimated Project Cost	Shareable Project Cost	Agreement Contributions		Previous Claims	Breakdown Of Expenditures					Unallocated Funds
				Federal	Partner	01/02 - 05/06	2006/2007	2007/2008 (c1)	2008/2009 (c2)			
5.0	**Highway 1 East**	$	$	$	$	$	$	$	$	$	$	$
5.1	**[12-Jul-2004] Grading 20 km from 3 km West of Whitewood to Broadview.** EA: 2004/04/27 The proposed project involves grading 20 km of Highway 1 east from 3 km west of Whitewood to Broadview. (C.S. 1-03: km 3 to km 23)	5,098,216	4,042,218	2,021,109	2,021,109	4,042,218 [880,042]	0	0	0	0	0	0
5.2	**[12-Jul-2004] Grading 6.95 km from 1 km east of Broadview to 5.9 km west.** EA: 2004/04/27 The proposed project involves grading 6.95 km of Highway 1 from 1 km east of Broadview to 5.9 kms west of Broadview. (C.S. 1-03: km 22.8 to 23.85), (C.S. 1-04: km 0.0 to km 5.9).	5,292,309	4,218,497	2,109,248	2,109,249	4,218,497 [494,003]	0	0	0	0	0	0
5.3	**Grading from 6.55 km to 12.18 km West of Wapella (total 5.63 km)** EA: 2004/04/27 The project involves the construction of 5.63 km of subgrade on the west bound lanes of Highway No. 1 from 6.55 km to 12.18 km West of Wapella. The new subgrade will be located parallel to and north of the existing lanes.	1,542,000	458,248	229,124	229,124	164,350 [164,350]	293,898	0	0	0	0	0

CANADA / SASKATCHEWAN STRATEGIC HIGHWAY INFRASTRUCTURE PROGRAM

2001/02 - 2006/07

Schedule 'B'

PROJECTS TO BE UNDERTAKEN THROUGH THIS AGREEMENT

Revision #12
2006/05/18

Project Number	Description of Projects	Estimated Project Cost	Shareable Project Cost	Agreement Contributions		Previous Claims	Breakdown Of Expenditures					Unallocated Funds
				Federal	Partner	01/02 - 05/06	2006/2007	2007/2008 (c1)	2008/2009 (c2)			
	Sub-Total	**11,932,525**	**8,718,963**	**4,359,481**	**4,359,482**	**8,425,065**	**293,898**	**0**	**0**	**0**	**0**	**0**
	Program Total	**45,367,815**	**37,000,000**	**18,500,000**	**18,500,000**	**36,656,102**	**343,898**	**0**	**0**	**0**	**0**	**0**

• The disbursement of the funds required for this project is conditional upon the completion of an environmental assessment of this project pursuant to the Canadian Environmental Assessment Act and the implementation of any mitigation measures that Canada considers appropriate.

[Paye] indicates PAYE amount included in previous claims.

Approved by the Management Committee:

Saskatchewan — June 16/06 Date — Canada — 2006-06-20 Date

CANADA / SASKATCHEWAN STRATEGIC HIGHWAY INFRASTRUCTURE PROGRAM

Canada / Saskatchewan

Agreement Start Date: 2002/01/24 Agreement End Date: 2007/03/31

PROJECTS TO BE UNDERTAKEN THROUGH THIS AGREEMENT:

Project No.	Project Description	Estimated Total Project Cost $	Contributor	Project Contributions: Shared Project Costs $	Shared Project Costs %	Previous Claims $	2006/2007 $	2007/2008 (c1) $	2008/2009 (c2) $	$	$	Future Expenditures $
1.0	Highway 16											
1.1	**Twinning through Lashburn** EA: 2002/04/19 The proposed project involves twinning approximately 3 km of limited access highway through Lashburn. This involves constructing approximately 2.8 kms of new east bound lanes for Highway 16, 1.6 kms for a south service road, 2.6 kms for a north service road, 0.7 kms to tie a local road into the west intersection, and new intersections on East and West side of Lashburn	6,096,351	Canada	2,114,638	50.0	2,114,642.00	0	0	0	0	0	(4)
			SK	2,114,638	50.0	2,114,634.00	0	0	0	0	0	4
			TOTALS	**4,229,276**	**100.0**	**4,229,276.00**	**0**	**0**	**0**	**0**	**0**	**0**
1.2	**Approach roads to the Battleford Bridge** EA: 2002/04/19 The proposed project involves twinning 3.2 kms of Highway 16. The project will start west of the Highway 16/Highway 4 junction and connect to the new bridge over the North Saskatchewan River in North Battleford. The project will also involve constructing the necessary north and south access roads to the new highway.	7,502,746	Canada	3,081,229	50.0	3,081,234.00	0	0	0	0	0	(5)
			SK	3,081,228	50.0	3,081,223.00	0	0	0	0	0	5
			TOTALS	**6,162,457**	**100.0**	**6,162,457.00**	**0**	**0**	**0**	**0**	**0**	**0**
	PROJECT 1.0 Subtotals		Canada	5,195,867	**50.0**	5,195,876.00	0	0	0	0	0	(9)
			SK	5,195,866	**50.0**	5,195,857.00	0	0	0	0	0	9

CANADA / SASKATCHEWAN STRATEGIC HIGHWAY INFRASTRUCTURE PROGRAM

Canada / Saskatchewan

Agreement Start Date: 2002/01/24 Agreement End Date: 2007/03/31

Project No.	Project Description	Estimated Total Project Cost	Project Contributions									
			Contributor	Shared Project Costs		Previous Claims	2006/2007	2007/2008 (c1)	2008/2009 (c2)			Future Expenditures
		$		$	%	$	$	$	$	$	$	$
		13,599,097	TOTALS	10,391,733	100.0	10,391,733.00	0	0	0	0	0	0

CANADA / SASKATCHEWAN STRATEGIC HIGHWAY INFRASTRUCTURE PROGRAM

Canada / Saskatchewan

Agreement Start Date: 2002/01/24 Agreement End Date: 2007/03/31

Project No.	Project Description	Estimated Total Project Cost $	Project Contributions									
			Contributor	Shared Project Costs $	Shared Project Costs %	Previous Claims $	2006/2007 $	2007/2008 (c1) $	2008/2009 (c2) $	$	$	Future Expenditures $
2.0	Planning and Evaluation											
*2.1	Unallocated Funds											
	Not available		Canada	0	0	0	0	0	0	0	0	0
			SK	0	0	0	0	0	0	0	0	0
		0	TOTALS	0	0	0	0	0	0	0	0	0
2.2	[02-Feb-2004] Trans-Canada Highway 1- Corridor Study Between Regina City Limits and Balgonie EA: 2003/11/17											
	Trans-Canada Highway 1- Corridor Study Between Regina City Limits and Balgonie		Canada	22,090	50.0	22,091.00	0	0	0	0	0	(1)
			SK	22,090	50.0	22,089.00	0	0	0	0	0	1
		44,180	TOTALS	44,180	100.0	44,180.00	0	0	0	0	0	0
2.3	[02-Feb-2004] Intersection Study at Highway No.14 and No.7 EA: 2003/05/09											
	Intersection Study at Highway No.14 and No.7		Canada	7,450	50.0	7,450.00	0	0	0	0	0	0
			SK	7,450	50.0	7,450.00	0	0	0	0	0	0
		14,900	TOTALS	14,900	100.0	14,900.00	0	0	0	0	0	0

CANADA / SASKATCHEWAN STRATEGIC HIGHWAY INFRASTRUCTURE PROGRAM

Canada / Saskatchewan

Agreement Start Date: 2002/01/24 **Agreement End Date: 2007/03/31**

Project No.	Project Description	Estimated Total Project Cost $	Project Contributions									
			Contributor	Shared Project Costs $	Shared Project Costs %	Previous Claims $	2006/2007 $	2007/2008 (c1) $	2008/2009 (c2) $	$	$	Future Expenditures $
2.0	**Planning and Evaluation (cont.)**											
2.4	**[02-Feb-2004] Yellowhead Highway 16 - Functional Study from East of Saskatoon to East of Clavet** EA: 2003/05/09											
	Yellowhead Highway 16 - Functional Study from East of Saskatoon to East of Clavet		**Canada**	27,266	50.0	27,266.00	0	0	0	0	0	0
			SK	27,266	50.0	27,266.00	0	0	0	0	0	0
		54,532	**TOTALS**	**54,532**	**100.0**	**54,532.00**	**0**	**0**	**0**	**0**	**0**	**0**
2.5	**Retrospective Evaluation** EA: Not Applicable											
	Retrospective Evaluation		**Canada**	15,773	50.0	0	15,773	0	0	0	0	0
			SK	15,772	50.0	0	15,772	0	0	0	0	0
		31,545	**TOTALS**	**31,545**	**100.0**	**0**	**31,545**	**0**	**0**	**0**	**0**	**0**
	PROJECT 2.0 Subtotals		**Canada**	72,579	**50.0**	56,807.00	15,773	0	0	0	0	(1)
			SK	72,578	**50.0**	56,805.00	15,772	0	0	0	0	1
		145,157	**TOTALS**	**145,157**	**100.0**	**113,612.00**	**31,545**	**0**	**0**	**0**	**0**	**0**

CANADA / SASKATCHEWAN STRATEGIC HIGHWAY INFRASTRUCTURE PROGRAM

Canada / Saskatchewan

Agreement Start Date: 2002/01/24 **Agreement End Date: 2007/03/31**

Project No.	Project Description	Estimated Total Project Cost $	Project Contributions									
			Contributor	Shared Project Costs $	Shared Project Costs %	Previous Claims $	2006/2007 $	2007/2008 (c1) $	2008/2009 (c2) $	$	$	Future Expenditures $
3.0	Unallocated Funds											
*3.1	Unallocated Funds											
	Unallocated Funds		Canada	0	0	0	0	0	0	0	0	0
			SK	0	0	0	0	0	0	0	0	0
		0	TOTALS	0	0	0	0	0	0	0	0	0
	PROJECT 3.0 Subtotals		Canada	0	0	0	0	0	0	0	0	0
			SK	0	0	0	0	0	0	0	0	0
		0	TOTALS	0	0	0	0	0	0	0	0	0

CANADA / SASKATCHEWAN STRATEGIC HIGHWAY INFRASTRUCTURE PROGRAM

Canada / Saskatchewan

Agreement Start Date: 2002/01/24 **Agreement End Date: 2007/03/31**

Project No.	Project Description	Estimated Total Project Cost $	Project Contributions									
			Contributor	Shared Project Costs $	Shared Project Costs %	Previous Claims $	2006/2007 $	2007/2008 (c1) $	2008/2009 (c2) $	$	$	Future Expenditures $
4.0	Highway 1 West											
4.1	**[30-Jan-2003] Paving 23 km between Tompkins and Piapot** EA: 2003/01/30 The proposed project involves paving 23 km of graded roadway on highway 1 in southwest Saskatchewan from Tompkins to Piapot. The new lanes are north of the existing lanes.	9,804,454	Canada	4,375,522	50.0	4,375,528.00	0	0	0	0	0	(6)
			SK	4,375,522	50.0	4,375,516.00	0	0	0	0	0	6
			TOTALS	8,751,044	100.0	8,751,044.00	0	0	0	0	0	0
4.2	**[30-Jan-2003] Grading and Paving 15 km between Piapot and Junction 21** EA: 2003/04/04 The proposed project involves grading and paving 15 km of highway 1 in southwest Saskatchewan from Piapot and the junction of highway 21. The new lanes will be constructed south of the existing lanes.	9,868,127	Canada	4,487,324	50.0	4,487,327.00	0	0	0	0	0	(3)
			SK	4,487,324	50.0	4,487,321.00	0	0	0	0	0	3
			TOTALS	8,974,648	100.0	8,974,648.00	0	0	0	0	0	0
	PROJECT 4.0 Subtotals	19,672,581	Canada	8,862,846	50.0	8,862,855.00	0	0	0	0	0	(9)
			SK	8,862,846	50.0	8,862,837.00	0	0	0	0	0	9
			TOTALS	17,725,692	100.0	17,725,692.00	0	0	0	0	0	0

CANADA / SASKATCHEWAN STRATEGIC HIGHWAY INFRASTRUCTURE PROGRAM

Canada / Saskatchewan

Agreement Start Date: 2002/01/24 **Agreement End Date: 2007/03/31**

Project No.	Project Description	Estimated Total Project Cost $	Contributor	Project Contributions: Shared Project Costs $	%	Previous Claims $	2006/2007 $	2007/2008 (c1) $	2008/2009 (c2) $	$	$	Future Expenditures $
5.0	**Highway 1 East**											
5.1	**[12-Jul-2004] Grading 20 km from 3 km West of Whitewood to Broadview.** EA: 2004/04/27 The proposed project involves grading 20 km of Highway 1 east from 3 km west of Whitewood to Broadview. (C.S. 1-03: km 3 to km 23)	5,098,216	Canada	2,021,109	50.0	2,021,113.00	0	0	0	0	0	(4)
			SK	2,021,109	50.0	2,021,105.00	0	0	0	0	0	4
			TOTALS	**4,042,218**	**100.0**	**4,042,218.00**	**0**	**0**	**0**	**0**	**0**	**0**
5.2	**[12-Jul-2004] Grading 6.95 km from 1 km east of Broadview to 5.9 km west.** EA: 2004/04/27 The proposed project involves grading 6.95 km of Highway 1 from 1 km east of Broadview to 5.9 kms west of Broadview. (C.S. 1-03: km 22.8 to 23.85); (C.S. 1-04: km 0.0 to km 5.9).	5,292,309	Canada	2,109,248	50.0	2,109,252.00	0	0	0	0	0	(4)
			SK	2,109,249	50.0	2,109,245.00	0	0	0	0	0	4
			TOTALS	**4,218,497**	**100.0**	**4,218,497.00**	**0**	**0**	**0**	**0**	**0**	**0**
5.3	**Grading from 6.55 km to 12.18 km West of Wapella (total 5.63 km)** EA: 2004/04/27 The project involves the construction of 5.63 km of subgrade on the west bound lanes of Highway No. 1 from 6.55 km to 12.18 km West of Wapella. The new subgrade will be located parallel to and north of the existing lanes.	1,542,000	Canada	238,352	50.0	82,176.00	156,177	0	0	0	0	(1)
			SK	238,351	50.0	82,174.00	156,176	0	0	0	0	1
			TOTALS	**476,703**	**100.0**	**164,350.00**	**312,353**	**0**	**0**	**0**	**0**	**0**
	PROJECT 5.0 Subtotals		Canada	4,368,709	**50.0**	4,212,541.00	156,177	0	0	0	0	(9)
			SK	4,368,709	**50.0**	4,212,524.00	156,176	0	0	0	0	9

CANADA / SASKATCHEWAN STRATEGIC HIGHWAY INFRASTRUCTURE PROGRAM

Canada / Saskatchewan

Agreement Start Date: 2002/01/24 Agreement End Date: 2007/03/31

Project No.	Project Description	Estimated Total Project Cost	Project Contributions									
			Contributor	Shared Project Costs		Previous Claims	2006/2007	2007/2008 (c1)	2008/2009 (c2)			Future Expenditures
		$		$	%	$	$	$	$	$	$	$
		11,932,525	TOTALS	8,737,418	100.0	8,425,065.00	312,353	0	0	0	0	0

CANADA / SASKATCHEWAN STRATEGIC HIGHWAY INFRASTRUCTURE PROGRAM

Canada / Saskatchewan

Agreement Start Date: 2002/01/24 Agreement End Date: 2007/03/31

Project No.	Project Description	Estimated Total Project Cost $	Project Contributions									
			Contributor	Shared Project Costs $	Shared Project Costs %	Previous Claims $	2006/2007 $	2007/2008 (c1) $	2008/2009 (c2) $	$	$	Future Expenditures $
AGREEMENT TOTALS			Canada	18,500,001	50.0	18,328,079.00	171,950	0	0	0	0	(28)
			SK	18,499,999	50.0	18,328,023.00	171,948	0	0	0	0	28
		45,349,360	TOTALS	37,000,000	100.0	36,656,102.00	343,898	0	0	0	0	0

* The disbursement of the funds required for this project is conditional upon the completion of an environmental assessment of this project pursuant to the Canadian Environmental Assessment Act and the implementation of any mitigation measures that Canada considers appropriate

Approved by Management Commitee

Canada			Saskatchewan		
2007/03/29	J CLARKIN		2007/03/26	David Stevens	
Date (yyyy/mm/dd)	Name (please print)	Signature	Date (yyyy/mm/dd)	Name (please print)	Signature

Provincial Auditor Saskatchewan

1500 Chateau Tower
1920 Broad Street
Regina, Saskatchewan
S4P 3V2

SASKATCHEWAN

Phone: (306) 787-6398
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AUDITOR'S REPORT

To the Minister of the Department of Highways and Transportation

At the request of the Department of Highways and Transportation (the Department), I have audited Table 23 – Canada-Saskatchewan Highways Infrastructure Program – Detailed Expenditures for 2006/07 (schedule) under the Canada-Saskatchewan Strategic Highway Infrastructure Program Agreement (as defined in Schedule C of the agreement). This financial information is the responsibility of the management of the Department. My responsibility is to express an opinion on this financial information based on my audit.

I conducted my audit in accordance with Canadian generally accepted auditing standards. Those standards require that I plan and perform an audit to obtain reasonable assurance whether the financial information is free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial information. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall presentation of the financial information.

In my opinion, this schedule presents fairly, in all material respects, the detailed expenditures under the Canada-Saskatchewan Strategic Highway Infrastructure Program Agreement for the year ended March 31, 2007 in accordance with the provisions of Schedule C of that agreement.

Regina, Saskatchewan
July 27, 2007

Fred Wendel, CMA, CA
Provincial Auditor

Table 23 - Canada-Saskatchewan Strategic Highway Infrastructure Program - Detailed Expenditures for 2006/07

Project Number	Project/Claim Description	Contract Authorization	Contract Amount	2002-03 Expenditures Claimed To Date	2003-04 Expenditures Claimed To Date	2004-05 Expenditures Claimed To Date	2005-06 Expenditures Claimed To Date	2006-07 Expenditures Claimed To Date	Total Claimed To Date	Federal Share
992531	1.1 Highway 16 Twinning through Lashburn									
	Construction of a subgrade and surfacing structure	CM02031	$ 3,136,372	$ 2,987,791	$ 35,722	$ 112,504	$ 355	$ -	$ 3,136,372	$ 1,568,186
	Supply of materials	HWY16Lshbrn	$ 582,618	$ 570,291	$ 337	$ 8,722	$ 3,269	$ -	$ 582,619	$ 291,309
	Supply of sundry items	HWY16LshSund	$ 458,474	$ 380,064	$ 55,508	$ 22,902	$ -	$ -	$ 458,474	$ 229,237
	Environmental Assessment	HWY16LshEA	$ 51,811	$ -	$ 42,958	$ 4,021	$ 4,832	$ -	$ 51,811	$ 25,906
			$ 4,229,275	$ 3,938,146	$ 134,525	$ 148,149	$ 8,456	$ -	$ 4,229,276	$ 2,114,638

Project Number	Project/Claim Description	Contract Authorization	Contract Amount	2002-03 Expenditures Claimed To Date	2003-04 Expenditures Claimed To Date	2004-05 Expenditures Claimed To Date	2005-06 Expenditures Claimed To Date	2006-07 Expenditures Claimed To Date	Total Claimed To Date	Federal Share
011531	1.2 Highway 16 Approach Roads to the Battlefords Bridge									
031512	*Construction of a subgrade and surfacing structure*	C02026	$ 3,605,644	$ 3,576,765	$ -	$ 26,066	$ 2,813	$ -	$ 3,605,644	$ 1,802,822
	Construction of a subgrade and surfacing structure	C03050	$ 735,962	$ -	$ 578,333	$ 135,991	$ 21,638	$ -	$ 735,962	$ 367,981
	Supply of materials	NBMaterial	$ 968,452	$ 778,818	$ 131,625	$ 50,758	$ 7,251	$ -	$ 968,452	$ 484,226
	Supply of sundry items	Hwy16NBSundries	$ 852,399	$ 522,607	$ 54,240	$ 99,542	$ 176,011	$ -	$ 852,400	$ 426,200
			$ 6,162,457	$ 4,878,190	$ 764,198	$ 312,357	$ 207,713	$ -	$ 6,162,458	$ 3,081,229

Project Number	Project/Claim Description	Contract Authorization	Contract Amount	2002-03 Expenditures Claimed To Date	2003-04 Expenditures Claimed To Date	2004-05 Expenditures Claimed To Date	2005-06 Expenditures Claimed To Date	2006-07 Expenditures Claimed To Date	Total Claimed To Date	Federal Share
445006	2.2 Trans-Canada Hwy 1 - Corridor Study Between Regina City Limits and Balgonie	N/A	$ 44,180	$ -	$ -	$ 15,463	$ 28,717	$ -	$ 44,180	$ 22,090
			$ 44,180	$ -	$ -	$ 15,463	$ 28,717	$ -	$ 44,180	$ 22,090

Project Number	Project/Claim Description	Contract Authorization	Contract Amount	2002-03 Expenditures Claimed To Date	2003-04 Expenditures Claimed To Date	2004-05 Expenditures Claimed To Date	2005-06 Expenditures Claimed To Date	2006-07 Expenditures Claimed To Date	Total Claimed To Date	Federal Share
345010	2.3 Intersection Study at Highway No. 14 and No. 7	N/A	$ 14,900	$ -	$ -	$ 14,900	$ -	$ -	$ 14,900	7,450
			$ 14,900	$ -	$ -	$ 14,900	$ -	$ -	$ 14,900	$ 7,450

Project Number	Project/Claim Description	Contract Authorization	Contract Amount	2002-03 Expenditures Claimed To Date	2003-04 Expenditures Claimed To Date	2004-05 Expenditures Claimed To Date	2005-06 Expenditures Claimed To Date	2006-07 Expenditures Claimed To Date	Total Claimed To Date	Federal Share
345012	2.4 Yellowhead Hwy 16 - Functional Study from East of Saskatoon to East of Clavet	N/A	$ 54,532	$ -	$ -	$ 54,532	$ -	$ -	$ 54,532	$ 27,266
			$ 54,532	$ -	$ -	$ 54,532	$ -	$ -	$ 54,532	$ 27,266

Project Number	Project/Claim Description	Contract Authorization	Contract Amount	2002-03 Expenditures Claimed To Date	2003-04 Expenditures Claimed To Date	2004-05 Expenditures Claimed To Date	2005-06 Expenditures Claimed To Date	2006-07 Expenditures Claimed To Date	Total Claimed To Date	Federal Share
645031	2.5 SHIP Retro Evaluation Report	N/A	$ 31,545	$ -	$ -	$ -	$ -	$ -	$ -	$ -
			$ 31,545	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Project Number	Project/Claim Description	Contract Authorization	Contract Amount	2002-03 Expenditures Claimed To Date	2003-04 Expenditures Claimed To Date	2004-05 Expenditures Claimed To Date	2005-06 Expenditures Claimed To Date	2006-07 Expenditures Claimed To Date	Total Claimed To Date	Federal Share
021216	4.1 (23/38) Highway 1 West Paving 23 km between Tompkins and Piapot									
021222	*Contract items (21216 (23/38))*	C02130	$ 1,715,455	$ 1,510,031	$ 72,803	$ 75,838	$ 56,783	$ -	$ 1,715,455	$ 857,728
021232	*Produce and stockpile fine aggregate(21232) '03 Project*	Haul Tompkins	$ 249,012	$ 172,008	$ -	$ 77,004	$ -	$ -	$ 249,012	$ 124,506
	Produce and stockpile fine aggregate(21222) '03 Project	Haul W Sidewood	$ 277,843	$ 259,733	$ -	$ -	$ 18,110	$ -	$ 277,843	$ 138,922
	Supply of materials	Hwy1WPaveMat	$ 1,418,651	$ 123,250	$ 1,258,277	$ 9,419	$ 27,705	$ -	$ 1,418,651	$ 709,326
	Supply of sundry items	Hwy1WPaveSund	$ 124,575	$ 57,434	$ 59,817	$ 3,728	$ 3,596	$ -	$ 124,575	$ 62,288

	Construction of a surfacing structure(021232)	C03018	$ 1,865,580	$ -	$ 1,612,080	$ 33,769	$ 219,731	$ -	$ 1,865,580	$ 932,790
			$ 8,751,044	$ 2,122,456	$ 5,433,722	$ 478,601	$ 716,265	$ -	$ 8,751,044	$ 4,375,522

Project Number	Project/Claim Description	Contract Authorization	Contract Amount	2002-03 Expenditures Claimed To Date	2003-04 Expenditures Claimed To Date	2004-05 Expenditures Claimed To Date	2005-06 Expenditures Claimed To Date	2006-07 Expenditures Claimed To Date	Total Claimed To Date	Federal Share
021216	4.2 Highway 1 West Grading and Paving 15 km between Piapot and Junction 21									
021242	*Produce and stockpile coarse aggregate (21216 (15/38))*	C02130Sup	$ 1,032,615	$ 984,803	$ 47,480	$ 332	$ -	$ -	$ 1,032,615	$ 516,308
	Contract items (21242) 2002 Project	Haul W Piapot	$ 385,445	$ 385,445	$ -	$ -	$ -	$ -	$ 385,445	$ 192,723
	Disturb Right-of-Way to prevent nesting	Hwy1WGradePave Disturb	$ 4,800	$ -	$ 4,800	$ -	$ -	$ -	$ 4,800	$ 2,400
	Supply of materials	Hwy1WGradePaveMat	$ 1,085,946	$ 183,502	$ 873,556	$ 10,831	$ 18,057	$ -	$ 1,085,946	$ 542,973
	Supply of sundry items	Hwy1WGradePaveSund	$ 123,272	$ 37,457	$ 56,126	$ 25,295	$ 4,394	$ -	$ 123,272	$ 61,636
	Contract items (21242) 2002 Project	C03010	$ 6,337,570	$ -	$ 5,285,709	$ 257,276	$ 794,585	$ -	$ 6,337,570	$ 3,168,785
	Environmental Assessment	Hwy1WGradePaveEA	$ 5,000	$ -	$ 5,000	$ -	$ -	$ -	$ 5,000	$ 2,500
			$ 8,974,648	$ 1,591,207	$ 6,272,671	$ 293,734	$ 817,036	$ -	$ 8,974,648	$ 4,487,324

Project Number	SHIP Project	Contract Authorization	Revised Contract Amount	2002-03 Expenditures Claimed To Date	2003-04 Expenditures Claimed To Date	2004-05 Expenditures Claimed To Date	2005-06 Expenditures Claimed To Date	2006-07 Expenditures Claimed To Date	Total Claimed To Date	Federal Share
0319221	5.1 Grading 20 km from 3 km West of Whitewood to Broadview									
	Contract Items	C04014	$ 3,492,662	$ -	$ -	$ 2,173,543	$ 1,319,119	$ -	$ 3,492,662	$ 1,746,331
	Hwy1EGradeWWoodMat		$ 320,675	$ -	$ -	$ 87,013	$ 233,662	$ -	$ 320,675	$ 160,338
	Hwy1EGradeWWoodSund		$ 228,881	$ -	$ -	$ 92,641	$ 136,240	$ -	$ 228,881	$ 114,441
			$ 4,042,218	$ -	$ -	$ 2,353,197	$ 1,689,021	$ -	$ 4,042,218	$ 2,021,109

Project Number	SHIP Project	Contract Authorization	Revised Contract Amount	2002-03 Expenditures Claimed To Date	2003-04 Expenditures Claimed To Date	2004-05 Expenditures Claimed To Date	2005-06 Expenditures Claimed To Date	2006-07 Expenditures Claimed To Date	Total Claimed To Date	Federal Share
0319211	5.2 Grading - 6.95 km from 1 km east of Broadview to 5.9 km west									
	Contract Items	C04012	$ 3,244,245	$ -	$ -	$ 2,287,729	$ 956,516	$ -	$ 3,244,245	$ 1,622,123
	Hwy1EBroadviewMat		$ 419,751	$ -	$ -	$ 202,321	$ 217,430	$ -	$ 419,751	$ 209,876
	Hwy1EBroadviewSund		$ 554,501	$ -	$ -	$ 132,069	$ 422,432	$ -	$ 554,501	$ 277,251
			$ 4,218,497	$ -	$ -	$ 2,622,119	$ 1,596,378	$ -	$ 4,218,497	$ 2,109,249

Project Number	SHIP Project	Contract Authorization	Revised Contract Amount	2002-03 Expenditures Claimed To Date	2003-04 Expenditures Claimed To Date	2004-05 Expenditures Claimed To Date	2005-06 Expenditures Claimed To Date	2006-07 Expenditures Claimed To Date	Total Claimed To Date	Federal Share
0519111	5.3 Highway 1 East Grading 6.55 km to 12.18 km West of Wapella									
	Contract Items	C05028	$ 419,138	$ -	$ -	$ -	$ 140,257	$ 260,426	$ 400,683	$ 200,342
	Materials	Hwy1EWapellaMat	$ 35,038	$ -	$ -	$ -	$ 11,292	$ 23,746	$ 35,038	$ 17,519
	Sundries	Hwy1EWapellaSund	$ 22,528	$ -	$ -	$ -	$ 12,801	$ 9,726	$ 22,527	$ 11,263
			$ 476,704	$ -	$ -	$ -	$ 164,350	$ 293,898	$ 458,248	$ 229,124

PROGRAM TOTAL	$ 37,000,000	$ 12,529,999	$ 12,605,116	$ 6,293,052	$ 5,227,935	$ 293,898	$ 36,950,000	$	18,475,000
FEDERAL SHARE		$ 6,265,000	$ 6,302,558	$ 3,146,526	$ 2,613,967	$ 146,949	$ 18,475,000		

Canada - Saskatchewan Strategic Highway Infrastructure Program
Notes to the Schedule
For the year ended March 31, 2007

1. **Description of the Agreement**
   The purpose of the Canada - Saskatchewan Strategic Highway Infrastructure Program agreement between the Department of Highways and Transportation and Transport Canada is to jointly finance capital investments, new construction, rehabilitation or improvements of part of the National Highway System situated in Saskatchewan.

2. **Summary of Accounting Policies**
   Expenditures
   Claims are recorded as they are submitted to Transport Canada for payment per HCOMS cut-off.

APPENDIX D

SITE VISITS CONDUCTED BY TRANSPORT CANADA

SITE VISIT REPORT

Saskatchewan CSIF (and two small SHIP projects)

Site Visit No.4 (2006 visit)	**Date: April 27, 2006**
Project Name:	Trans-Canada Highway 1 East
Project Location:	Highway 1 east of Regina. From Wolseley to the Manitoba border.
Project Description:	Twinning of 135 km of Highway 1 from approximately 3 km east of Wolseley (km 20 on Control Section 1-05) to the Manitoba Border, including but not limited to associated roadways, ancillary facilities, service roads, and re-alignment of adjacent highways as required to complete the twinning of Highway 1.
Start Date:	2003
Completion Date:	2007/08
Total Eligible Costs:	$ 100 Million (CSIF and SHIP)
Federal Contribution:	$ 50 Million (CSIF and SHIP)
Contacts:	John Czernick External Program Administrator Corporate Support Operational Assessment Saskatchewan Highways and Transportation Regina, Saskatchewan (306) 787-3962 Bus. (306) 787-8700 Fax jczernick@highways.gov.sk.ca Dermot O'Hagan Project Manager Saskatchewan Highways and Transportation Southern Region

Description of Surrounds:	The area is rural and is primarily agricultural. The existing route passes through a number of smaller towns and the new alignment will include some bypasses. The topography is flat and there are a few wetland areas that will be impacted.
Additional Information:	

PROGRAM SIGNAGE

	Yes	No
Program signs installed as per agreement?	X	

If NO, why not?

ENVIRONMENTAL MITIGATION

	In Place (Y/N)	Photo No.
Silt fences in place as required.	Y	

Additional Comments:

- Most seeding is done along the ROW where surfacing is completed, but some is still planned.
- Original planned alignment would result in the loss of a tree near Whitewood currently located on the roadside. The tree has historical importance to the community, as it is decorated for Christmas every year. Therefore, the curve on the other side of the road will be lengthened in order to move the aligned centreline over and allow the tree to remain in place.
- In Red Jacket there is a borrow pit near a Bible Camp. The children at the Bible Camp use the borrow pit as a swimming pond in the summer. However the alignment of the new highway is planned to run straight through that area. Therefore, compensation of the lost swimming pond may occur by installing one in a different location near the Bible Camp.
- Terrain near Moosomin is very flat so it will be necessary to dig a borrow pit.
- There is an old gas station site near Fleming. The wells are being monitored. There has been no hydrocarbon leakage and soil contamination has not been an issue.
- Wetland and Grassland Habitat Compensation Plan is almost finalized.

CONSTRUCTION ACTIVITIES
List construction activities during site visit: During the time of the visit, not much construction activity was occurring because it was early in the season. Some grading was just getting started.
General construction schedule for the remainder of the project: Surfacing between Whitewood and Burrows – completion planned for August 2006. Grading between Burrows and Wapella – completion planned for July 2006 Surfacing between Burrows and Wapella – completion planned for October 2006 Grading between Wapella and Red Jacket – completion planned for October 2006 Grading between Red Jacket and Moosomin – completion planned for July 2007 Grading between Moosomin and Fleming – completion planned for September 2006
Any discrepancies between the proposed project description and what is being built? No. Proceeding as planned.
Additional Comments: Site photos in addition to those below can be found on the TC drive at: G:\AHS\AHS NEW\Highways\Saskatchewan\y-Federal Programs\Site Visits\Highway 1 East Site Visit April 2006 Note: It rained for part of the site visit.

Progress Summary:

As of April 27, 2006.

Project: TCH 1 East East of Wolseley to East of Grenfell										
% Complete	**0**		**25**		**50**		**75**		**100**	**Comments**
Activity										
Clearing									X	
Rock Excavation										N/A
Grading									X	
Paving									X	
Mitigation									X	
Miscellaneous									X	
Overall Project									X	
Comment:	Project opened in 2003									

Project: TCH 1 East East of Grenfell to West of Broadview										
% Complete	**0**		**25**		**50**		**75**		**100**	**Comments**
Activity										
Clearing									X	
Rock Excavation										N/A
Grading									X	SHIP funding used for Grading project
Paving									X	
Mitigation									X	
Miscellaneous									X	
Overall Project									X	
Comment:	Project opened in 2004									

Project: TCH 1 East West of Broadview to West of Whitewood										
% Complete	**0**		**25**		**50**		**75**		**100**	**Comments**
Activity										
Clearing									X	
Rock Excavation										N/A
Grading										SHIP funding used for Grading project
Paving									X	
Mitigation									X	
Miscellaneous									X	Broadview Bridges
Overall Project									X	
Comment:										

Project: TCH 1 East West of Whitewood to West of Wapella										
% Complete	**0**		**25**		**50**		**75**		**100**	**Comments**
Activity										
Clearing									X	
Rock Excavation										N/A
Grading									X	
Paving	X									
Mitigation										N/A
Miscellaneous	X									
Overall Project				X						
Comment:	Surfacing is starting next week									

Project: TCH 1 East West of Wapella to West of Red Jacket										
% Complete	**0**		**25**		**50**		**75**		**100**	**Comments**
Activity										
Clearing									X	
Rock Excavation										N/A
Grading				X						
Paving	X									
Mitigation	X									
Miscellaneous	X									
Overall Project			X							
Comment:										

Project: TCH 1 East West of Red Jacket to Moosomin										
% Complete	**0**		**25**		**50**		**75**		**100**	**Comments**
Activity										
Clearing										
Rock Excavation										
Grading										
Paving										
Mitigation										
Miscellaneous										
Overall Project										
Comment:	Project not underway yet.									

Project: TCH 1 East Moosomin to the Manitoba Border										
% Complete	**0**		**25**		**50**		**75**		**100**	**Comments**
Activity										
Clearing									X	
Rock Excavation										N/A
Grading					X					
Paving	X									
Mitigation										N/A
Miscellaneous	X									
Overall Project			X							
Comment:	There have been some problems acquiring a house near Fleming. The owner does not want to leave. This may hold up the construction contracts.									

Photo 1 – Partnership signage west of Whitewood

Photo 2 – Grading between Moosomin and Fleming

Photo 3 – Silt fencing between Moosomin and Fleming (This is not an active creek)

Photo 4 – Grading west of Wapella

Photo 5 – Large borrow pit near Wapella

Photo 6 – Stockpile Site near Wapella

Photo 7 – Silt Fencing/Drainage Control near Whitewood

Photo 8 – Ekapo Creek

SITE VISIT REPORT
Saskatchewan CSIF and SHIP

Site Visit No. 4 (2006 visit)	**Date: August 29, 2006**
Project Name:	Yellowhead Highway 16 Twinning
Project Location:	Highway 16 Twinning, From west of the Battlefords to east of Lloydminster
Project Description:	Grading and paving to twin 75 km of the existing two-lane Yellowhead Highway 16. There is also a short section of twinning within the limits of Lloydminster.
Start Date:	This project started in Summer 2003
Completion Date:	2007/2008
Total Eligible Costs:	$ 51 Million
Federal Contribution:	$ 48 Million (CSIF and SHIP)
Contacts:	John Czernick External Program Administrator Corporate Support Operational Assessment Saskatchewan Highways and Transportation Regina, Saskatchewan (306) 787-3962 Bus. (306) 787-8700 Fax jczernick@highways.gov.sk.ca Ray Connoly Regional Construction Engineer Saskatchewan Highways and Transportation Northern Region (306) 933-6117 Bus. (306) 933-6161 Fax rconnoly@highways.gov.sk.ca

Description of Surrounds:	The area is primarily rural agricultural land. The new route includes a by-pass of Maidstone. The topography is flat. There are a few grassland areas over the length of the project. The work within Lloydminster is commercial urban.
Additional Information:	In general, the project is being undertaken through a number of smaller contracts for grading and paving.

PROGRAM SIGNAGE

	Yes	No
Program signs installed as per agreement?	X	

If NO, why not?

ENVIRONMENTAL MITIGATION

	In Place (Y/N)	Photo No.
Silt fences are in place where necessary.	Y	

Additional Comments:

- Some seeding still needs to be done east of Maidstone
- Wetland and Grassland Habitat Compensation Plan is nearly complete.

CONSTRUCTION ACTIVITIES

List construction activities during site visit:

Paving of the Maidstone Bypass was in progress and almost complete. Grading taking place from east of Maidstone to east of Delmas.

General construction schedule for remainder of project: Grading from east of Maidstone to east of Delmas – planned completion Fall 2006 Paving from east of Maidstone to east of Delmas – planned completion Spring 2007
Any discrepancies between the proposed project description and what is being built? No.
Additional Comments: Site photos in addition to those below can be found on the TC drive at: G:\AHS\AHS NEW\Highways\Saskatchewan\y-Federal Programs\Site Visits\Highway 16 Site Visit August 29, 2006

Progress Summary:

As of August 29, 2006.

Project: West of Battlefords to 5km East of Delmas										
% Complete	**0**		**25**		**50**		**75**		**100**	**Comments**
Activity										
Clearing									X	
Rock Excavation										N/A
Grading									X	
Paving									X	
Mitigation									X	
Utilities and Misc									X	
Overall Project									X	

Comment:	

Project: East of Delmas to East of Maidstone										
% Complete	**0**		**25**		**50**		**75**		**100**	**Comments**
Activity										
Clearing									X	
Rock Excavation										N/A
Grading						X				
Paving	X									
Mitigation	X									
Utilities and Misc	X									
Overall Project			X							
Comment:	Grading is underway. Some property still needs to be acquired near Bresaylor.									

Project: East of Maidstone and the Maidstone By-Pass										
% Complete	**0**		**25**		**50**		**75**		**100**	**Comments**
Activity										
Clearing									X	
Rock Excavation										N/A
Grading									X	
Paving								X		
Mitigation										N/A
Utilities and Misc						X				
Overall Project								X		
Comment:	Highway segment east of Maidstone is open to the public. Paving of the Maidstone Bypass is near completion.									

Project: Lloydminster										
% Complete	**0**		**25**		**50**		**75**		**100**	**Comments**
Activity										
Clearing	X									
Rock Excavation										N/A
Grading	X									
Paving	X									
Mitigation	X									
Utilities and Misc	X									
Overall Project			X							
Comment:	Project not underway yet.									

Photo 1 – Grading near Delmas

Photo 2 – Borrow pit near Delmas

Photo 3 – Partnership sign between Delmas and Paynton

Photo 4 – Borrow pit near Paynton

Photo 5 – Freshly paved Highway 16 east of Maidstone

Photo 6 – Paving the Maidstone Bypass

APPENDIX E

AFFIDAVITS FOR COMPLETED PROJECTS

CANADA - SASKATCHEWAN

CANADA / SASKATCHEWAN STRATEGIC HIGHWAY INFRASTRUCTURE PROGRAM

Highway Construction Component

2001/2002 - 2005/2006

Affidavit

CANADA - SASKATCHEWAN

In the matter of the CANADA / SASKATCHEWAN STRATEGIC HIGHWAY INFRASTRUCTURE PROGRAM entered between Her Majesty the Queen, in right of Canada,

represented by the Minister of Transport, and the Government of Saskatchewan, represented by the Minister of Department of Highways and Transportation on 8th day of July 2004.

I, Robin Christopher a Registered Professional Engineer in Saskatchewan, do solemnly declare as follows:

1. That I am the Project Manager, Department of Highways and Transportation, Saskatchewan, and as such have knowledge of the matters set forth in this affidavit;

2. That the work identified as Project 1.1 in Schedule B of the above-mentioned Agreement has been completed as described in Schedule B, Revision 8, dated on the 8th day of July 2004.

3. That the work:

   - was carried out by G.W. Const. Ltd., between the 24th day of January 2002 and 31st day of March 2006;
   - was supervised and inspected by qualified staff;
   - conforms with plans, specifications and other documentation for the work;
   - conforms with applicable environmental legislation, and appropriate mitigation measures have been implemented; and
   - conforms with the traffic, construction and engineering guidelines as recognized by the Transportation Association of Canada (TAC) or any other Territorially sanctioned guidelines approved by the Management Committee established under the above mentioned.

4. Declared at Saskatoon, in Saskatchewan, this 25th day of October 2004.

PROFESSIONAL ENGINEER
ROBIN T. CHRISTOPHER
MEMBER 9141
04 11 06
YR. MN. DAY
SASKATCHEWAN

SEAL

Robin Christopher Construction Engineer

(name, title)

Michelle Flamont Admin Support

(witness name, title)

SCHEDULE G

CANADA – SASKATCHEWAN

CANADA / SASKATCHEWAN - STRATEGIC HIGHWAY INFRASTRUCTURE PROGRAM

Highway Construction Component

2001/02 - 2005/06

AFFIDAVIT

CANADA - SASKATCHEWAN

In the matter of the implementation agreement of the CANADA/SASKATCHEWAN STRATEGIC HIGHWAY INFRASTRUCTURE PROGRAM entered into between the Government of Canada, represented by the Minister of Transport of Canada, and the Government of Saskatchewan, represented by the Minister of Department of Highways and Transportation , on January 24, 2002.

I, Gordon King, a Registered Professional Engineer in Saskatchewan, declare as follows:

1. That I am the supervisor of the work designated by the Minister of Department Highways and Transportation, Saskatchewan, and as such have knowledge of the matters set forth in this affidavit;

2. That the work identified as the Project Number 1.2 in Schedule B of the above-mentioned Agreement has been completed as described in Schedule B, Revision 11 dated on the 3rd day of March, 2006.

3. That the work:

   i. Was carried out by G & C Asphalt Services Ltd., between the dates of October 10, 2000 and October 9, 2003;

   ii. Was supervised and inspected by qualified staff;

   iii. Conforms with the plans, specifications and other documentation for the work;

   iv. Conforms with applicable environmental legislation, and appropriate mitigation measures have been implemented; and

   v. Conforms with the traffic, construction and engineering guidelines as recognized by the Transportation Association of Canada (TAC) or any other provincially or territorially sanctioned guidelines approved by the Management Committee established under the above mentioned Agreement.

4. Declared at Prince Albert, in Saskatchewan the 3rd day of May, 2006.

Gordon King, Regional Executive Director

Robin Briere, Regional Co-Coordinator

PROFESSIONAL ENGINEER G.L. KING MEMBER 04389 06-05-03 SASKATCHEWAN

CANADA - SASKATCHEWAN

CANADA / SASKATCHEWAN STRATEGIC HIGHWAY INFRASTRUCTURE PROGRAM

Highway Construction Component

2001/2002 - 2005/2006

Affidavit

CANADA - SASKATCHEWAN

In the matter of the CANADA / SASKATCHEWAN STRATEGIC HIGHWAY INFRASTRUCTURE PROGRAM entered between Her Majesty the Queen, in right of Canada,

represented by the Minister of Transport, and the Government of Saskatchewan, represented by the Minister of Department of Highways and Transportation on 8th day of July 2004.

I, Lori Matthews a Registered Professional Engineer in Saskatchewan, do solemnly declare as follows:

1. That I am the Project Manager, Department of Highways and Transportation, Saskatchewan, and as such have knowledge of the matters set forth in this affidavit;

2. That the work identified as Project 4.1 in Schedule B of the above-mentioned Agreement has been completed as described in Schedule B, Revision 8, dated on the 8th day of July 2004.

3. That the work:

   - was carried out by Potzus Paving & Road Maintenance Ltd., Morsky Construction Ltd., Anderson Rental & Paving Ltd., between the 24th day of January 2002 and 31st day of March 2006;
   - was supervised and inspected by qualified staff;
   - conforms with plans, specifications and other documentation for the work;
   - conforms with applicable environmental legislation, and appropriate mitigation measures have been implemented; and
   - conforms with the traffic, construction and engineering guidelines as recognized by the Transportation Association of Canada (TAC) or any other Territorially sanctioned guidelines approved by the Management Committee established under the above mentioned.

4. Declared at Regina, in Saskatchewan, this 7th day of September 2004.

PROFESSIONAL ENGINEER SASKATCHEWAN

04 10 05

SEAL

L. Matthews Project Manager
(name, title)

PROJECT MANAGER
(witness name, title)

CANADA - SASKATCHEWAN

CANADA / SASKATCHEWAN STRATEGIC HIGHWAY INFRASTRUCTURE PROGRAM

Highway Construction Component

2001/2002 - 2005/2006

Affidavit

CANADA - SASKATCHEWAN

In the matter of the CANADA / SASKATCHEWAN STRATEGIC HIGHWAY INFRASTRUCTURE PROGRAM entered between Her Majesty the Queen, in right of Canada,

represented by the Minister of Transport, and the Government of Saskatchewan, represented by the Minister of Department of Highways and Transportation on 8th day of July 2004.

I, Lori Matthews a Registered Professional Engineer in Saskatchewan, do solemnly declare as follows:

1. That I am the Project Manager, Department of Highways and Transportation, Saskatchewan, and as such have knowledge of the matters set forth in this affidavit;

2. That the work identified as Project 4.2 in Schedule B of the above-mentioned Agreement has been completed as described in Schedule B, Revision 8, dated on the 8th day of July 2004.

3. That the work:

   - was carried out by Potzus Paving & Road Maintenance Ltd., Anderson Rental & Paving Ltd., between the 24th day of January 2002 and 31st day of March 2006;
   - was supervised and inspected by qualified staff;
   - conforms with plans, specifications and other documentation for the work;
   - conforms with applicable environmental legislation, and appropriate mitigation measures have been implemented; and
   - conforms with the traffic, construction and engineering guidelines as recognized by the Transportation Association of Canada (TAC) or any other Territorially sanctioned guidelines approved by the Management Committee established under the above mentioned.

4. Declared at Regina, in Saskatchewan, this 7th day of September 2004.

L Matthews Project Manager
(name, title)

04 10 05

SEAL

PROJECT MANAGER
(witness name, title)

SCHEDULE G

CANADA – SASKATCHEWAN

CANADA / SASKATCHEWAN - STRATEGIC HIGHWAY INFRASTRUCTURE PROGRAM

2001/02 - 2005/06

AFFIDAVIT

CANADA –SASKATCHEWAN

In the matter of the implementation agreement of the CANADA/SASKATCHEWAN STRATEGIC HIGHWAY INFRASTRUCTURE PROGRAM, entered into between the Government of Canada, represented by the Minister of Transport of Canada, and the Government of Saskatchewan, represented by the Minister of Department of Highways and Transportation , on January 24, 2002.

I, Dermot O'Hagan, a Registered Professional Engineer in Saskatchewan, declare as follows:

1. That I am the supervisor of the work designated by the Minister of Department of Highways and Transportation, Saskatchewan, and as such have knowledge of the matters set forth in this affidavit;

2. That the work identified as the Project Number S-1 in Schedule B of the above-mentioned Agreement has been completed as described in Schedule B, Revision 11, dated on the 3rd day of March, 2006.

3. That the work:

   i. Was carried out by Wappel Construction Company Limited, between the dates of June 13, 2004 and October 27, 2004;

   ii. Was supervised and inspected by qualified staff;

   iii. Conforms with the plans, specifications and other documentation for the work;

   iv. Conforms with applicable environmental legislation, and appropriate mitigation measures have been implemented; and

   v. Conforms with the traffic, construction and engineering guidelines as recognized by the Transportation Association of Canada (TAC) or any other provincially or territorially sanctioned guidelines approved by the Management Committee established under the above mentioned Agreement.

4. Declared at Regina, Saskatchewan, the 10th day of April, 2006.

Dermot O'Hagan, Project Manager
(name, title)

Brent L. Mills, Project Manager
(witness name, title)

(SEAL)

SCHEDULE G

CANADA – SASKATCHEWAN

CANADA / SASKATCHEWAN - STRATEGIC HIGHWAY INFRASTRUCTURE PROGRAM

2001/02 - 2005/06

AFFIDAVIT

CANADA SASKATCHEWAN

In the matter of the implementation agreement of the CANADA SASKATCHEWAN STRATEGIC HIGHWAY INFRASTRUCTURE PROGRAM, entered into between the Government of Canada, represented by the Minister of Transport of Canada, and the Government of Saskatchewan, represented by the Minister of Department of Highways and Transportation , on January 24, 2002.

I, Dermot O'Hagan, a Registered Professional Engineer in Saskatchewan, declare as follows:

1. That I am the supervisor of the work designated by the Minister of Department of Highways and Transportation, Saskatchewan, and as such have knowledge of the matters set forth in this affidavit;

2. That the work identified as the Project Number 5.2 in Schedule B of the above-mentioned Agreement has been completed as described in Schedule B, Revision 11, dated on the 3rd day of March, 2006.

3. That the work:

   i. Was carried out by Johnston Bros. (Binscarth) Limited, between the dates of May 17, 2004 and June 28, 2005;

   ii. Was supervised and inspected by qualified staff;

   iii. Conforms with the plans, specifications and other documentation for the work;

   iv. Conforms with applicable environmental legislation, and appropriate mitigation measures have been implemented; and

   v. Conforms with the traffic, construction and engineering guidelines as recognized by the Transportation Association of Canada (TAC) or any other provincially or territorially sanctioned guidelines approved by the Management Committee established under the above mentioned Agreement.

4. Declared at Regina, Saskatchewan, the 10 day of April, 2006.

Dermot O'Hagan, Project Manager
(name, title)

Brent L Mills, Project Manager
(witness name, title)

(SEAL)

SCHEDULE G

CANADA – SASKATCHEWAN

CANADA / SASKATCHEWAN - STRATEGIC HIGHWAY INFRASTRUCTURE PROGRAM

2001/02 - 2005/06

AFFIDAVIT

CANADA –SASKATCHEWAN

In the matter of the implementation agreement of the CANADA/SASKATCHEWAN STRATEGIC HIGHWAY INFRASTRUCTURE PROGRAM, entered into between the Government of Canada, represented by the Minister of Transport of Canada, and the Government of Saskatchewan, represented by the Minister of Department of Highways and Transportation , on January 24, 2002.

I, Kelvin Shuvera, a Registered Professional Engineer in Saskatchewan, declare as follows:

1. That I am the supervisor of the work designated by the Minister of Department of Highways and Transportation, Saskatchewan, and as such have knowledge of the matters set forth in this affidavit;

2. That the work identified as the Project Number 5.3 in Schedule B of the above-mentioned Agreement has been completed as described in Schedule B, Revision 12, dated on the 20th day of June, 2006.

3. That the work:

   i. Was carried out by C. Duncan Construction Limited, between the dates of July 12th , 2005 and November 15th, 2005;

   ii. Was supervised and inspected by qualified staff;

   iii. Conforms with the plans, specifications and other documentation for the work;

   iv. Conforms with applicable environmental legislation, and appropriate mitigation measures have been implemented; and

   v. Conforms with the traffic, construction and engineering guidelines as recognized by the Transportation Association of Canada (TAC) or any other provincially or territorially sanctioned guidelines approved by the Management Committee established under the above mentioned Agreement.

4. Declared at Regina, Saskatchewan, the 13 day December, 2006.

(name, title)
KELVIN SHUVERA, REGIONAL CONSTRUCTION ENGINEER

Project Manager
(witness name, title)

(SEAL)

PROFESSIONAL ENGINEER
K. SHUVERA
MEMBER 9919
06 12 13
YR. MN. DAY
SASKATCHEWAN

APPENDIX F

SHIP RETROSPECTIVE EVALUATION: EXECUTIVE SUMMARY

Executive Summary

UMA Engineering Ltd. was commissioned by Saskatchewan Highways and Transportation (SHT) to complete the Strategic Highway Infrastructure Program (SHIP) Retrospective Analysis, as part of the requirement for funding under this program. This study comprises of an assessment of nine SHIP funded projects located on Saskatchewan highways. SHIP is comprised of two key components, which includes strategic highway construction improvements on the National Highway System (NHS) and planning/model integration studies. A total of nine projects (six infrastructure projects and three planning studies) were carried out through the SHIP agreement in Saskatchewan.

The nine SHIP projects, including six infrastructure projects and three planning studies carried out through the SHIP agreement in Saskatchewan are listed below:

Infrastructure Projects (6):

1. Highway No. 16 Twinning through Lashburn
2. Highway No. 16 Approach Roads to the Battlefords Bridge
3. Twinning Highway No. 1 west of Tompkins to east of the Junction of Highway No. 21:
    - 3a. paving 23 kilometre section of westbound lanes from west of Tompkins to west of Piapot, which were previously graded by the province
    - 3b. grading and paving 15.1 kilometre section of new eastbound lanes from west of Piapot to east of the Junction of Highway No. 21
4. Providing a 20 kilometre section of Highway No. 1 3 kilometres west of Whitewood to Broadview
5. Grading a section of Highway No. 1 from east of Whitewood west of Broadview
6. Grading of Highway No. 1 from 6.55 kilometres to 12.18 kilometres west of Wapella

Planning Studies (3):

1. Highway No. 7 and Highway No. 14 Intersection Study
2. Highway No. 16 Saskatoon to Clavet Functional Planning Study
3. Highway No. 1 Functional Planning Review, Balgonie to Regina

The assessments of the projects were conducted using information including as-built plans of the 6 infrastructure projects, original 6 Infrastructure projects proposals with the original MicroBENCOST Analysis and their expected results, and SHIP Annual Reports provided by SHT. The original planning studies reports and the SHIP annual reports are utilized for the project assessments of the 3 planning projects.

MicroBENCOST software was utilized for the benefit-cost and net present value analysis for each of the six infrastructure projects. The software is used for testing a wide range of transportation network modifications, including: roadway added-capacity, a bypass, intersection and/or interchange improvements, pavement rehabilitation, bridge rehabilitation / replacement, safety improvements or highway-railroad grade crossing improvements. The benefit-cost analysis will assist in identifying the economic effects and user benefits of the improvements.

The salient findings of the *SHIP Retrospective Analysis* are presented below:

- All six of the SHIP infrastructure projects improvements assessed have proven to be economically justifiable projects
- All of the infrastructure projects have provided road users safety improvements, time delay savings, and increase in productivity and efficiency by reducing vehicle operating cost
- All of the infrastructure projects have resulted in minimal environmental impacts
- All of the infrastructure projects have help Saskatchewan to provide a better national highway system
- The total project cost of the six infrastructure projects from 2002 to 2006 is $45.204 Million, with the funds contributed through SHIP accounting for $18.418 Million, or 40.7 percent of the total project cost
- The total net present value of the six infrastructure projects is estimated to be $168.85 Million, which yield a benefit-cost ratio of 4.375
- The nine Saskatchewan SHIP projects (including the three planning studies) have a total cost of $45.32 Million, with the funds contributed through SHIP accounting for $18.47 Million, which accounts for 40.8 percent of the total project cost

Tables E1 to E3 provide an overall summary of the SHIP projects located in Saskatchewan.

Table E.1
Summary of Infrastructure Projects Benefit-Cost Results

Infrastructure Projects Results	*Project 1*	*Project 2*	*Project 3*	*Project 4*	*Project 5*	*Project 6*
Total Project Cost (Mill. $)	6.096	7.503	19.673	5.098	5.292	1.542
SHIP Contribution to Project (Mill. $)	2.115	3.081	8.863	2.021	2.109	0.229
SHIP Contribution to Total Project Cost (%)	34.7%	41.1%	45.1%	39.6%	39.9%	14.9%
From MicroBENCOST Analysis:						
Total Discounted User Benefits (Mill. $)	7.516	6.266	52.288	22.689	40.079	17.522
Discounted Construction Cost (Mill. $)	6.096	7.503	19.673	5.098	5.292	1.542
Discounted Salvage Value (Mill. $)	2.354	2.799	7.338	1.969	1.974	0.573
Discounted Increase in Maint. and Rehab. (Mill. $)	0.034	0.062	0.345	0.173	0.057	0.049
Discounted Total Agency Costs (Mill. $)	3.776	4.766	12.679	3.302	3.375	1.108
Fuel Consumption Savings (Mill. l.)	1.543	1.911	15.757	6.055	3.945	1.938
Carbon Monoxide Emission Reduction (Mill. Kg.)	0.010	0.016	0.123	0.019	0.007	0.006
Net Present Value (Mill. $) :	3.740	1.500	39.609	19.387	36.704	16.504
Gross Benefit-Cost Ratio	1.990	1.315	4.124	6.871	11.876	17.206
Netted Benefit-Cost Ratio	1.613	1.200	3.013	4.803	7.935	11.703
Internal Rate of Return (Percent)	9.674	5.573	19.178	31.284	73.767	69.344

Table E.2
Combined Infrastructure Projects Results Summary

Result Summary (Infrastructure Projects)	*Total*
Total Infrastructure Project Cost (Mill. $)	45.204
Total SHIP Contribution to Infrastructure Project (Mill. $)	18.418
Total SHIP Contribution to Total Infrastructure Project Cost (%)	40.7%
Total Infrastructure Projects' Net Present Value (Mill. $) :	168.853
Total Infrastructure Projects' Discounted User Benefits (Mill. $)	197.769
Total Infrastructure Projects' Benefit-Cost Ratio	4.375
Total Fuel Consumption Savings (Mill. L.)	31.149
Total Carbon Monoxide Emission Reduction (Mill. Kg.)	0.181

Table E.3
SHIP Contribution Summary

SHIP Projects Contribution Summary	*Total*
SHIP Infrastructure Projects:	
Total Infrastructure Project Cost (Mill. $)	45.204
Total SHIP Contribution to Infrastructure Project (Mill. $)	18.418
Total SHIP Contribution to Total Infrastructure Project Cost (%)	40.7%
SHIP Planning Studies Projects:	
Total Planning Studies Project Cost ($)	113,612
Total SHIP Contribution to Planning Project ($)	56,806
Total SHIP Contribution to Total Infrastructure Project Cost (%)	50.0%
Total SHIP Projects (Infrastructure + Planning Studies)	
Total SHIP Project Cost (Infrastructure + Planning) (Mill. $)	45.32
Total SHIP Contribution (Mill. $)	18.47
Total SHIP Contribution to Total Project Cost (%)	40.8%